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THE NAVY

Of course Mr. and Mrs. Keller of Rockville Centre, Long Island, were pleased when their son chose the Navy after college. Especially proud because he received a commission as an officer. But financially, the Kellers—like many parents—missed the boat. They didn't realize the Navy might have paid for their son's college education through the Navy-Marine NROTC program, the Naval Reserve Officers Training Corps.

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Adventurous Railroading and Rail Hobbies — Founded 1906

VOL. 94, No. 3 JULY 1973

75 CENTS

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STEAM LOCOMOTIVES

JIM EDMONSTON
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TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

ALBERT HERSKOVITS
LONDON, ENGLAND

HARRY C. EGNER, PUBLISHER
BILL BALGLEY, ADVERTISING MANAGER
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Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

Streetcar in Granada, Spain, is operated on local tracks and as an interurban to Santa Fe, 10 miles to west.

THE MAIL CAR

where editors and readers meet

STEAM FANS all over the country will recognize instantly the former Nickel Plate 759, a Berkshire type, shown on our front cover returning to Steamtown southbound across Cuttingsville trestle in Vermont. The shot was made August 19, 1971, by J. Howard Audibert, 6632 28th Street South, St. Petersburg, Fla. 33712. ●

I WAS AMAZED to learn from your magazine that the Santa Fe Railway is getting the world's greatest fleet of hopper cars to wheel grain shipments. When I was president of the Santa Fe I tried during the 'forties to get the hopper idea adopted but was turned down flat. Our board of directors, advised by their efficiency brain bank, concluded that hoppers were totally inefficient. They said that the old-fashioned side-door cars could be used for other freight on return trips, whereas hoppers would have to return empty. I wonder what happened to change their minds after they got shed of me and my "inefficient" management ideas?—Fred Gurley (now retired), P.O. Box 264, Sallisaw, Okla. 74955. ●

BACK IN THE DAYS **Harry C. Temple**

"Yeah, Pop, we're takin' out all the telegraph instruments."

ALTOONA, like the old gray mare, "ain't what she usta be." For many of us, the name *Altoona* evokes memories of the golden days of railroading, days when the city boasted the largest complex of railroad shops on the globe, days when those shops built steam locomotives that pulled trains around the great Horseshoe Curve and over the Allegheny summit, halfway between Pittsburgh and Harrisburg. But today. . . .

"When I started working for the railroad 30 years ago," recalls station clerk Charley Hawl, "we had 52 passenger trains a day. Now we're down to four. It's kind of sad."

Built by the Pennsy in the mid-19th century, Altoona reached its zenith in the late 1930's, despite the Depression. Then, 14,000 of the city's population of 82,000 were employed by the Pennsylvania, which in the *Official Guide* used display type to describe itself as "The Standard Railroad of the World."

But after World War II, steam power was replaced by diesel, the work force at the railroad shops dropped to 3,500, and the city itself shrunk by 20,000.

Today, retired railroad men still come down to the almost-deserted stone station to reminisce about the grand old days with affable Charley Hawl, whose father and grandfather also had worked for the Pennsy. Or they simply sit on the fading yellow benches in the waiting room reading the paper, and watching the long freight trains of modern container trailers trundle by.

The famous *Broadway Limited* still stops at Altoona on its Amtrak run between New York and Chicago, although Penn Central division superintendent R. F. Webel is gloomy about the future of long-distance passenger trains in this country.

Altoona is rather depressing to look at, with its tired and worn red brick store fronts. But the rundown city is surrounded by lovely mountain country, lakes, and streams. Yes, the scenery is still gorgeous; but with the steam trains gone, most of the passenger trains vanished, and the Pennsy keystone obliterated, Altoona is bereft of its glory. ●

BALDWIN Locomotive Works, centrally located in Philadelphia, almost directly across the street from where your editor as a boy attended high school, ended its days as a parking facility for automobiles after the builder of thousands of steam engines had moved to Eddystone, Pa. During the 1930's, I parked my automobile in the huge old structure whenever I drove into the city to shop. It wasn't

too far from the big department stores. Long ago, it was razed to make way for modern building operations. Today, there is no sign of it, not even a bronze marker.

One reason why I am hep on trains is that I was born only ten miles from Honesdale, Pa., where the *Stourbridge Lion* of the Delaware & Hudson was the first locomotive to operate in railway service on our continent. Although this engine made history, she was too heavy for the light rails she ran on and thus was not a commercial success. The full-size replica of her that is usually kept on exhibition at Honesdale was refurbished for the road's 150th anniversary. It will be returned to Honesdale after being shown at various D&H termnials from Montreal to Wilkes-Barre.

But I am mostly an Erie fan. In my mind I can still hear the exhaust of their massive steamers straining to get up the hill out of Hawley, Pa. As a youth I knew just about every engineer and fireman on the old Wyoming Division (Hawley-Pittston). Coal drags were loaded at Pittston. That division is now but a memory; even the rails are gone.—George Lobb, Sr., 20 Clark St., Binghamton, N.Y. ●

PRESIDENT William McKinley's railroad car is used occasionally as a weekend cottage by the J. C. Parks family of Parksville, S.C. The car, which carried the late President on a campaign swing through the West, now rests in a shaded spot at the Parks home near the Georgia state line.

A shed protects its exterior from the elements and inside it is practically the same as it used to be, with only the addition of electricity and some modern gadgets.

The original, built-in icebox with a latticed wood bottom for the melting ice and a shower with a lattice floor are still in the car. The windows contain bullet-proof glass.

Pullman Co. officials wanted to use the car as a private clubhouse after its retirement from the Charleston & Western Carolina Railroad in 1952, but they had no place to park it. The Parks family offered space on their property, providing they would be given first chance to buy it if Pullman officials ever decided to sell. They did and the family bought it in 1958.

Not until 1969 did the Parks family learn what they really had. A railroad historian researching the car found a picture of President McKinley standing beside it and he sent the family a copy of the picture.

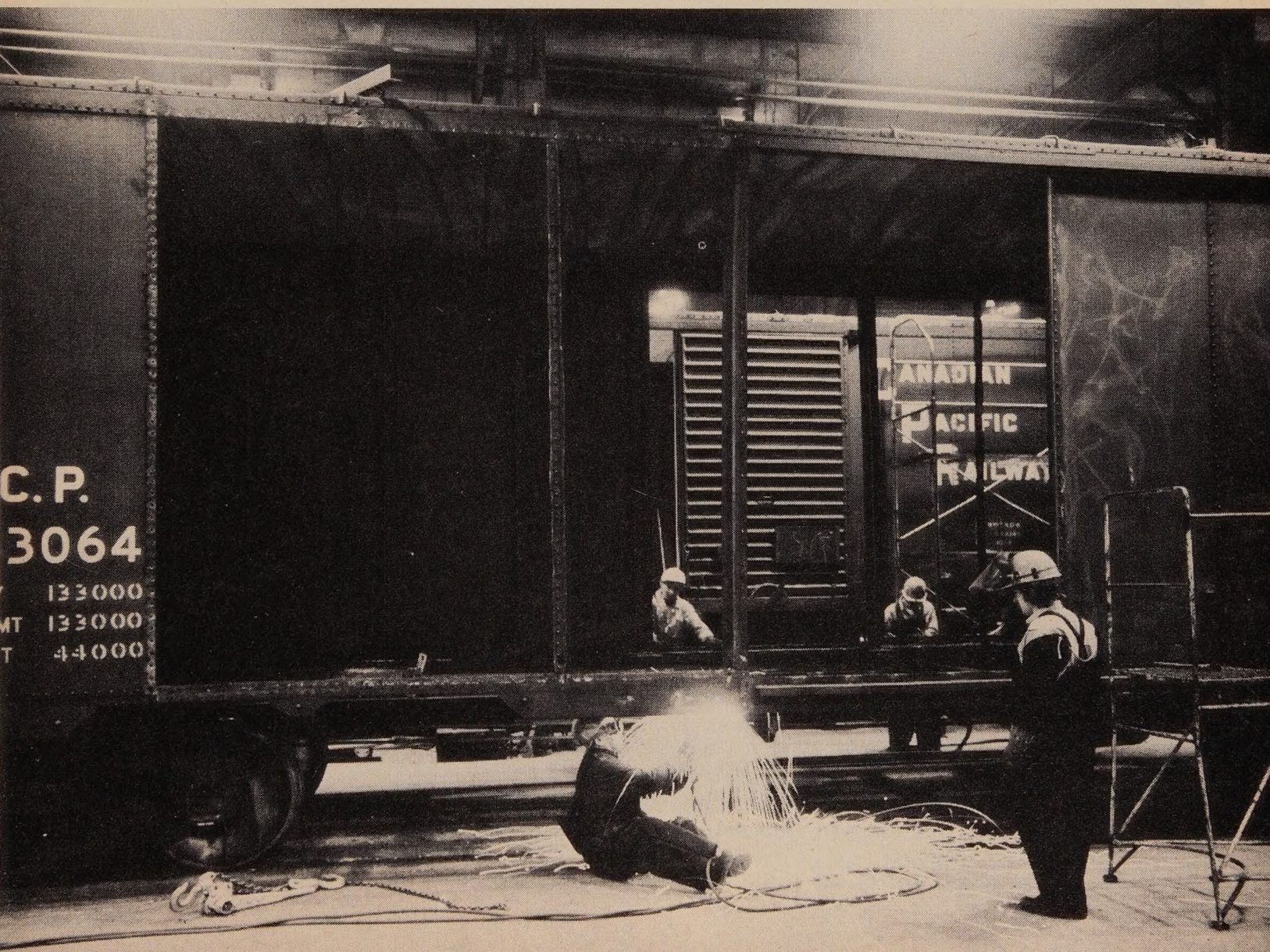
In the suite are two compartments, a small one with two berths and a larger one, probably the President's bedroom, with a brass bed and a horsehair mattress. Called the *Sunbeam*, the car was built in about 1885.

This info. comes from McKinley Crowley, 724 44th Street N.W., Canton, Ohio 44709, who was born in 1896, the year William McKinley campaigned against William J. Bryan for the presidency, and our correspondent was named for him.

"My father," Crowley writes, "told me that when the McKinley train rolled into Canton's old passenger sta-

CP Rail Photograph

In transportation, everything seems to be getting bigger. Boxcar doors are no exception. At CP Rail's Weston shops in Winnipeg, 300 boxcars are having their six-foot-wide doors replaced with 14-foot openings tailored to help customers.



Lehigh Valley Alco C-628s Nos. 631, 641, and 628 start their way up Lehigh Gorge north of Jim Thorpe, Pa., July, 1972.
John D.L. Johnson, 456 Tennis Ave., Ambler, Pa. 19002

tion, he shook hands with the Republican standard-bearer, who later sent him a letter. I'd like to get a photo of that car. I used to take several magazines but have dropped them all except *Railroad*, which I still enjoy. Keep those rail-girl photos coming, they help a lot." ●

PERSONALITIES. The James Jerome Hill Reference Library has acquired the large railroad collection of the late Frank P. Donovan, Jr., consisting of some 3,000 books, numerous rail magazines, mss., and correspondence, and memorabilia. Frank began his writing career with an article in *Railroad Magazine*, to which he became a frequent contributor. He was also one of our *Interesting Railfans*. A presentation of the Donovan Collection is planned for June 16th-24th. Activities will include an exhibition by leading railroad photographers, seminars on various problems and current conditions in mass transit and the transportation industry, and a display of models emphasizing railroads and individual trains which Frank wrote about. The collection may be examined on request. Contact the library at 4th and Market Streets, St. Paul, Minn. 55102. To attend the seminar, make an advance reservation.

Is Bruce H. Klink of 3725 Helen St., Bethlehem, Pa., the only man on earth who is currently chief mechanical officer for *six* short line railroads? Those six are subsidiaries of Bethlehem Steel. After graduating in 1951 from the University of Buffalo (N.Y.) he spent most of his time in the South Buffalo Railway's locomotive shop, becoming master mechanic there before going to Bethlehem.

M.C. Poor ("Mac") has crossed the Great Divide where all pony tracks point one way. He was a longtime and distinguished member of the Rocky Mountain Railroad Club and author of two much-sought-after books, *Denver, South Park & Pacific*, published in 1949, and *Pictorial Supplement to Denver, South Park & Pacific*, 1959; also short histories of the Denver, Boulder & Western, the Argentine Central, etc. Born in Missouri on June 28, 1901, Mac lived many years in Chicago, then moved to Texas and finally to Denver, where he died last April 17th.

Penn Central brakeman Chester Szafarski was killed in an accident on the Buffalo, N.Y., waterfront ten years ago. A damage suit filed by his widow, Virginia, has finally been settled. A Federal court found the railroad entirely responsible and awarded her $160,000. But with the PC in bankruptcy, Virginia is wondering how long she'll have to wait for payment.

A major history of the American railroad and trolley signals is being written by Henry P. Brainerd, 10 Upland Rd., Welleseley, Mass. 02181. He wants info., pix, drawings, printed matter, especially rare or unusual material on early installations, late survivals, personal memoirs, etc. Also foreign documents that affected American practice.

The late Harley L. Kelso, a *Railroad* author and photographer, sold his entire large collection of negatives about four years ago to Jeffrey Moreau, 8410 Chestnut St., San Francisco, Calif. 94101. Some of his photos will be displayed in the Lumita Railroad Museum at Woodward and 250th streets, Lomita, Calif. This museum was built by Irene Lewis in 1966 and given to the City of Lomita as a memorial to her husband. It has a choice collection of railroadiana, including SP steam loco No. 1765, class M-6; a Mogul built in 1902 by Baldwin, and a Union Pacific caboose, vintage of 1910.

At the Buffalo Central Terminal the other day at 10:55 a.m. a lone ticket buyer (me) was greeted at the solitary ticket window by a sign saying, "Out to Lunch." The depleted successor to the once-great *Empire State Express* consisted of only two coaches, their paint being worn so thin that I could see the lettering of both "Penn Central" and "New York Central." When the ticket seller returned from his errand, he proved to be Len Schrag, a former ticket-office auditor, who said he was the last of the gang that had opened and/or staffed that terminal during the rush days of World War II. —Bill Kessel, Hamburg, N.Y.

Paul W. Chitwood of Hutchinson, Kan., who died recently, had a 12-inch-gage Ottaway 4-4-0 live steamer and a tandem built to transport his trains—you just don't tuck anything so big under your arm and walk away with it. He would haul his train to various communities to operate on holidays and special events.—Raymond H. Johnson, Box 180, Wakefield, Kan. 67487.

William D. Gorman, author of *Railroad Magazine* feature articles on the old Broad Street Station, Philadelphia, and New York's Penn Station, has resigned his job as editor of *Mutual Magazine* (for Penn Central employes.) Succeeding him is Louise Outlaw, contributor to many publications but having no previous railroad background. Bill's father was a trainman.

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J. H. Bready is writing a book about his experiences and those of his late father, each of whom put in more than 50 years in engine service on the old New Haven. He wonders if anyone will lend him photos or other material for possible use in the book. He is particularly interested in photos of wrecks. His address is 92 Barber St., Springfield, Mass. 01109.

Parents should keep kids away from railroad yards. Seven-year-old Kenneth Moore of New York City was walking on an overpass at Sunnyside yards above Penn Central rail and power lines, carrying a coiled steel toy known as a slinky, that touched a high-voltage wire, electrocuting him. . . . And on the West Coast, four boys, playing in empty boxcars in the Southern Pacific yards in Los Angeles, picked the wrong train. The train started too suddenly for them to jump out. Next morning they found themselves 200 miles away from home, in the custody of Fresno police. . . . And at Muskegon, Mich., while three-year-old Gary Schulz was being fitted for artificial legs, due to birth defects, his six-year-old brother Thomas tried to hop a freight train, grabbed a ladder, slipped, and fell under the car wheels. Both legs were amputated!

Federal Judge John P. Fullam, who is overseeing affairs of the bankrupt Penn Central, said that unless he is handed a workable plan for reorganization by October 1 he will shut the carrier down. There is some doubt, however, that he has the power to do so. Members of the Senate Commerce Committee are studying a memo prepared by a staff attorney which says the U.S. Bankruptcy Act does not give the court authority to liquidate a bankrupt railroad. ●

ALTHOUGH the nation is supposedly on a peacetime basis, a trainload of bombs for military service caught fire and exploded near Roseville, Calif., on April 28th, injuring nearly 40 people, devastating the nearby small town of Antelope, and causing an estimated $5 to $6 million damage in the big Southern Pacific freight yard, only $2.5 million of which is covered by SP insurance.

More than seven thousand 250-pound bombs aboard 21 Federal munition cars touched off three propane tank cars, the explosion being felt as far away as Sacramento. Some 120 freight cars were demolished and 20 sets of tracks destroyed for about 500 feet in the yard's receiving track area. The main part of the yard, with its big classification track area and sophisticated automatic switching and braking equipment, received only minor damage, and no lives were lost. Workmen clearing up the yard restored normal service about a week later. As we go to press, the cause of explosion has not yet been determined; but we'd like to raise the question as to why the Defense Department finds it necessary to ship and stockpile bombs on so large a scale when the United States is no longer involved in war. ●

NEWSCAST. General Electric's 2,500th locomotive, a U30B diesel-electric, rolled off the assembly line at Erie, Pa., on May 3rd as the first in a ten-locomotive order for road freight service on the Frisco's 5,000-mile system. Numbered 846, it is part of GE's XR series which incorporates over 50 design advances for improved motive power. The new 3,000-hp, 127-ton loco contrasts sharply with the first practical diesel-electric built by GE in 1924, which weighed only 60 tons and rated 300 hp. The latest one has ten times the hp at less than half the weight.

A natural-gas crisis at Williamsburg, Mich., causing ground eruptions of gas and mud late in April, forced the evacuation of some 70 families in that small community. Because of escaping gas, the C&O was forced to discontinue running freight from Williamsburg to Petoskey, about 78 rail miles, temporarily cutting off eight communities from rail service. Main freight cargo is lumber, LP gas tank cars, and coke.

The C&O/B&O is now back in operation north of Williamsburg after coordinating a rerouting of its freights over Penn Central tracks. On Sunday, April 29th, the first C&O/B&O freight left Traverse City over unused tracks of the Penn Central to Walton Jct. It was the first time in years that either road operated a train there on a Sunday, reports Charles Reyner, 591 Pine St., Harbor Springs, Mich. 49740.

Development and required use of an improved "dead-man's" control in locomotive cabs is recommended by the National Transportation Safety Board. The Board also urges improvements in railroad communications and operating procedures and equipment as a safety back-up for trackside signals.

These points are contained in a report on the head-on collision of two Penn Central freight trains on a single-track mainline at Herndon, Pa., on March 12, 1972, which killed the engineer and head-end brakeman on each train. A southbound 105-car freight was to have pulled into a siding while a 104-car northbound freight passed. But the southbound train continued through the siding, past a stop signal and back onto the mainline in the path of the other freight.

Liquidation of Penn Central would strike potentially lethal blows to some 30 connecting short line railroads, said Albert M. Schofield, the Penn Central's vice president-reorganizational planning. He spoke at a meeting of the American Short Line Railroad Association, asking short lines to help PC in seeking reimbursement for losses on

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its feeder routes connecting with them, "so we may continue service to you."

A $220,000 lawsuit has been filed against the Butte, Anaconda & Pacific by the Brotherhood of Locomotive Engineers and general chairman O. D. Hoge. The suit stems from an investigation of two BLE members held by the carrier last December at which it is charged that Hoge was prevented from objecting to questions, examining witnesses, and otherwise properly representing his men. As a result of his objections to the manner in which the hearing was conducted, he received a 30-day suspension. The suit charges that the BA&P has refused to engage in meaningful collective bargaining.

Annual report of Beech Creek Railroad, which Penn Central operates under a 999-year lease, states: "The Company's primary source of income, rentals from Penn Central Transportation Co., was not received; therefore, the Company had no cash income in 1972."

New electronic equipment has been developed for detection of fatigue cracks which may cause failure in steel bridges, a Federal research team reports. The significance of small, hidden cracks was highlighted by the collapse of Silver Bridge over the Ohio River at Point Pleasant, W. Va., on December 15th, 1967. In that case, cracks grew to a critical size from a combination of stress-corrosion and corrosion-fatigue. Fatigue alone could cause such cracks to grow to critical size.

Trustees of the Reading, now squirming under a bankruptcy, have asked the ICC to include that road in the prosperous Chessie System. Their plea is based on the fact that when the Commission authorized Chessie to control the Western Maryland it agreed to consider a petition for inclusion of the Reading also.

A 5 percent rise in freight rates (except on shipments of recyclable goods) is being sought from the ICC by 402 railroads, including all major American lines but the Chessie System and the Long Island. The Chessie is doing very well without an increase, thank you, while the LIRR, which is mostly a passenger road, prefers to retain its present rates so as not to lose more freight business to the trucks.

Illinois Central Gulf has ordered 300 new 100-ton covered hopper cars costing $5.5 million from Pullman-Standard. Delivery is due to begin in November.

A quaint railroad operated in the Mammoth Cave complex from 1929 to 1931. Visitors to the vast caverns in the national park rode the final few miles to the caves in a railbus. This was called the "Mammoth Cave R.R. Co." because the bus was equipped with railroad wheels placed on tracks leading to the cave.

A bill has been introduced in the Ohio Senate to increase penalties for a stopped train blocking a highway for more than five minutes. The fine is now $500 to $1,000. Under the bill, it would be from $500 to $1,000 for a first offense, $1,000 for the second, and $2,500 for subsequent offenses.

The New York State Court of Appeals has upheld an Appelate Division ruling giving the go-ahead to builder Sam Lefrak to construct two 20-story apartment towers over the Long Island Rail Road tracks at the Kew Gardens-Forest Hills border in New York City. Local residents had opposed the project because of the terrific strain that so many tenants would put on the area's street traffic and school facilities.

During late afternoon peak departure hours at Cleveland, Hopkins Airport, United Air Lines' station coordinator Bob Tennant occasionally delays flights up to 30 minutes for the convenience of arriving passengers whose automobiles are blocked by stalled freight trains at Five Points crossing.

As the fuel oil shortage continues to get worse, don't you think it is time for our railroads to think about going back to coalburning steam locomotives?—Herbert Griffin, 3835 8th St., Baltimore, Md. 21225. (*Ed. note*: Yes, but coal also is in short supply and it costs more than it used to.)

Your list of steam loco builders (Jan. '73) should have included Willamette Iron & Steel Works here in Portland, which during 1922-'29 build 33 engines, all of a geared design patterned after the Lima Shay, and the Glover Machine Works at Marietta, Ga., which produced 500 locos from about 1900 until 1926.—Gary S. Oslund, 4823 N.E. 79th St., Portland, Ore. 97218. ●

TOO MUCH MILEAGE. As one whose active business life has been largely spent on the railroads of the Northeast, including the Pennsylvania, the New Haven, the Lackawanna, of which I became president, the Erie-Lackawanna, of which I became chairman, and the Jersey Central, of which I became president and subsequently

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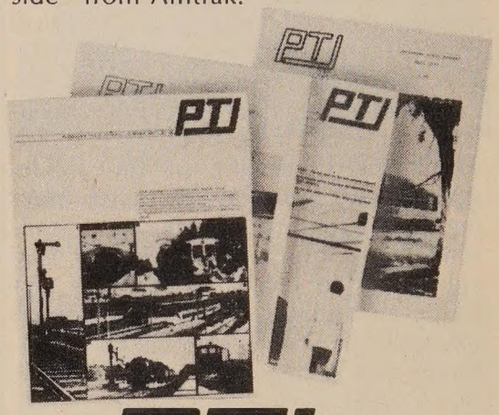

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a trustee, I am aware that there is too much railroad mileage in the Northeast.

It is true that the Penn Central collapse was in part due to poor merger planning and execution. But the bankruptcy of six railroads in the Northeast is primarily the result of bungling and mismanagement by the Federal Government. Incredible amounts of Federal funds have gone into the promotion of highway, water, and air transportation, thus encouraging subsidized competition of the severest kind.

The railroads have not been permitted to earn a reasonable return on investments—compare them with other utilities—and on top of this have been burdened with exorbitant property taxes and forced to perpetuate uneconomic services because of political considerations.

It is too late and unrealistic for the Administration to state that the problem "can—and indeed must—be solved within the framework of the private sector." This is no less than naive. Having pauperized the Northeastern railroads, the Government must now provide funds to rectify its mistakes and create an atmosphere in which private management can manage.—Perry M. Shoemaker, Tampa, Fla. ●

CANADA HEARD FROM. My favorite locomotives were the Canadian National's 5700's, a Hudson type; only five were built. In their heyday out of Montreal they hauled the *International Limited* (also called the *Chicago Flyer*). Westbound, this pool train left the Canadian Pacific's Windsor Station on CPR rails through the city's western end. As a boy I attended school about a block away from the mainline. When school let out for the afternoon I would dash over to the tracks to see the *Chicago Flyer* being wheeled out of town by a graceful 5700, a sight I will always remember.

Dad was a CNR locomotive engineer. He said the 5700's were the National's fastest engine and he often spoke of a trip he had made as a fireman when one of them, with nine cars, attained a top speed of 109 miles per hour! As originally built, those Hudsons did not have the smoke-lifter or the wide running board or the "elephant ears" that were added later.—D. J. Loney, St. Francis Xavier University, Antigonish, Nova Scotia.

A midget rapid transit system is being built for the new zoo that covers 700 acres of the Rouge River valley in eastern Scarborough, Ontario. Of this area, 250 acres will be occupied by the Canadian animal domain, where native bears, wolves, caribou, and buffalo will roam. The rail line will carry visitors through the zoo in silent trains traveling about 4 miles an hour. The car sides will be mostly glass, for clear observation.

Arriving by train at St. Catherines about 5 p.m. on June 28th, Queen Elizabeth and Prince Philip will spend seven hours on the Niagara Peninsula. Railfans will be there with cameras.

CP Rail has ordered from Marine Industries Ltd. 200 bulkhead flatcars for the lumber industry. Final delivery is due in September. These cars, valued at about $4.3 million, will be 66 feet long, with 100-ton capacity, making them the largest of their kind in Canada.

Two brothers who left their native village of Embrun, Ont., some 60 years ago to make a living in Western Canada, have accumulated among themselves and their eight sons, a total of more than 177 years in the employ of Canadian National, all in Manitoba.

The older brother, Henri Bruyère, was stationmaster of Notre-Dame de Lourdes, Cranberry Portage, and Carman, where he is now retired. Together with his four sons, one of whom still works for CNR, they have over 91 years of service.

Leon Bruyère was stationmaster at Letellier and later freight agent at Winnipeg and is now retired at Beloeil, Quebec. Four of his sons also worked for CNR; one still does. They have already totaled more than 98 years' service.

A tank of liquefied chlorine lay buried under a heap of hot, twisted rail cars at Papineauville, Que., recently as firemen fought with foam and water to keep poisonous gas from seeping from the wreckage. The chlorine was the major worry of firemen and police in the aftermath of a derailment of about 20 cars of a CP Rail freight train traveling between Montreal and Ottawa. ●

DESPITE our frequent comments on the subject, *Railroad Magazine* still receives many photos—good, poor, and ordinary—with nothing at all, or too little, written on the back. In some cases not even the photographer's name is penned, typed, pasted, or scotch-taped on the reverse side of the picture. As a result, we have a large "dead file" of contributions we cannot publish because no caption data is available, and we cannot return them because we do not know the donors' names or addresses.

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Vol. 3 Last Steam Engine through Colorado Springs, December 16, 1962 plus Special Trip on Nomad (fabulous wooden private car).

Vol. 4 Cumbres & Toltec Scenic Railroad, 1970-71. The squeal of wheels on rusty rails after this famous route was re-opened; run-bys, trestle signals, tunnel, etc.

Vol. 5 Cripple Creek & Victor 2-Ft. Gauge, 1970-71. Switching Cripple Creek yard, whistles, working up 4% grade, drifting downgrade, drivers spin on slippery rails, etc.

Vol. 6 Salty Conversation & Boomer Stories. Maybe not really "X" rated, but at least "PG"! No train sounds, just railroaders talking. No censorship. No cover. Ordered singly, $5.00, but only $2.00 if ordered with any other album in this series.

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Incidentally, *Railroad* gets several huge piles of mail every day, including photos, letters, and clippings, all of which we appreciate; but we can't possibly find space to publish more than a small percentage of so much material. ●

OVERSEAS. As a locomotive engineer on the New Zealand Railways, I read *Railroad Magazine*, correspond with two other readers and am building a model railroad based on the old Pennsy and New York Central. The photo of the Christchurch loco shed in your March issue is very good, but it isn't a roundhouse as you stated. We have had only three roundhouses here: at Invercargill, now gone, and at Lyttleton and Greymouth, still very much in service.

Your March issue also stated our prime minister, Norman Kirk, used to be a locomotive engineer. He didn't, but he fired locos for 12 months.—B. D. J. Bates, 9 Powell Pl., Henderson, Auckland 8, New Zealand.

I have been working on Australian railways for about 34 years, subscribe to your magazine, and enjoy reading about steam in North America. Where can I buy an 8x10" photo of Union Pacific Challenger type No. 3977?—Robert A. Gorwell, P.O. Box 84, Armadale, 6112, Western Australia.

A longtime subscriber to *Railroad Magazine* is Jack D. B. Gray, 74 Caronbie Rd., Forest Hill, London S.E. 23, England. He likes our rail-girl photos so much that he made a tiny model of one for his HO-gage layout of the British Great Northern. We hope he'll send us a close-up photo of the little figurine.

Britain's nationalized rail system has slashed more than half an hour from express runs between London and Glasgow and the trip will be cut 45 minutes more next year. ●

GUATEMALA. Recently, Al Shelton and I returned from a trip to Guatemala, where we distributed a dozen copies of the issue of *Railroad Magazine* containing Gary Allen's article on the twilight of steam in that Central American country. Railroad men were tickled to get copies. I also gave away black and white prints of railway scenes I made on a previous trip.

We had expected to see no steam at all between Guatemala City and Zacapa, but due to the milling season the tri-weekly local was alternately using Mikado types 178 and 180 while we were there. The *fogonero* (fireman) of No. 180 was the same one I had ridden with last year on a Krupp-built steamer, No. 178. Our engineer was Roberto Diaz, who had run the 174, which my camera registered.

Al and I bought tickets to Zacapa and boarded engine 180, which had more cab room than a narrow-gage diesel. The fireman took water just past Agua Caliente, while the hogger blew the boiler down. I can't speak much Spanish, but I asked the fireman by motions if he'd let me shovel coal into the firebox, and he nodded yes. With all the smoke they had given us the day before for pictures, the engine wasn't doing too well; so Al, the fireman, and I put three full sanding horns through her, and she picked up right away.

Later we went in the hole at Jalapa to let by the morning train from Puerto Barrios. A brakeman gestured to the engineer to let me handle the throttle, which he did. I ran her all the way to Zacapa, some 50 miles, with the hogger supervising, of course, while Al did the firing. After the tropical sun went down, the weather cooled a bit, but we all felt dehydrated. At every station stop, Al and the *fogonero* would hurry to a nearby store and come back with bottled soft drinks.

At the *casa redondo* (roundhouse) in Zacapa we got off and ambled over to the Hotel *Ferrocarril* (Railway) for dinner. Then we strolled out onto the station platform and sat down on the concrete. The long wail of an engine whistle drifted in from the east. Pretty soon the 181 clanked her way into the yards with a train from Barrios. Neither of us got much sleep that night, as the 202, a Baldwin Mike built in 1948, kept batting cars around the yard just outside our room. Next morning, Krupp 165 was fired up and left town without our taking her picture. Consolidation No. 66, an old kettle with a slide valve, was in stationary service for roundhouse steam.

At Esquintla we found no live steam except Consolidation 124 working as a yard goat. Then we drove to Pantaleon, where we photographed two wood-burners, a 30-inch-gage 0-6-2T, and a two-cylinder Shay, both used only in and around a mill yard. On our tour we saw numerous dead steamers: 39, 120, 187, and 189 in Esquintla; also 71, 107, 170, 173, and many others in Guatemala City. One oldtimer, No. 195, had been overhauled about two years ago but rolled into a river near Chile and was fished out. We saw the dismal remains of her tender and bare boiler on the dead line in Guatemala City.

The Guatemalan rail line is having

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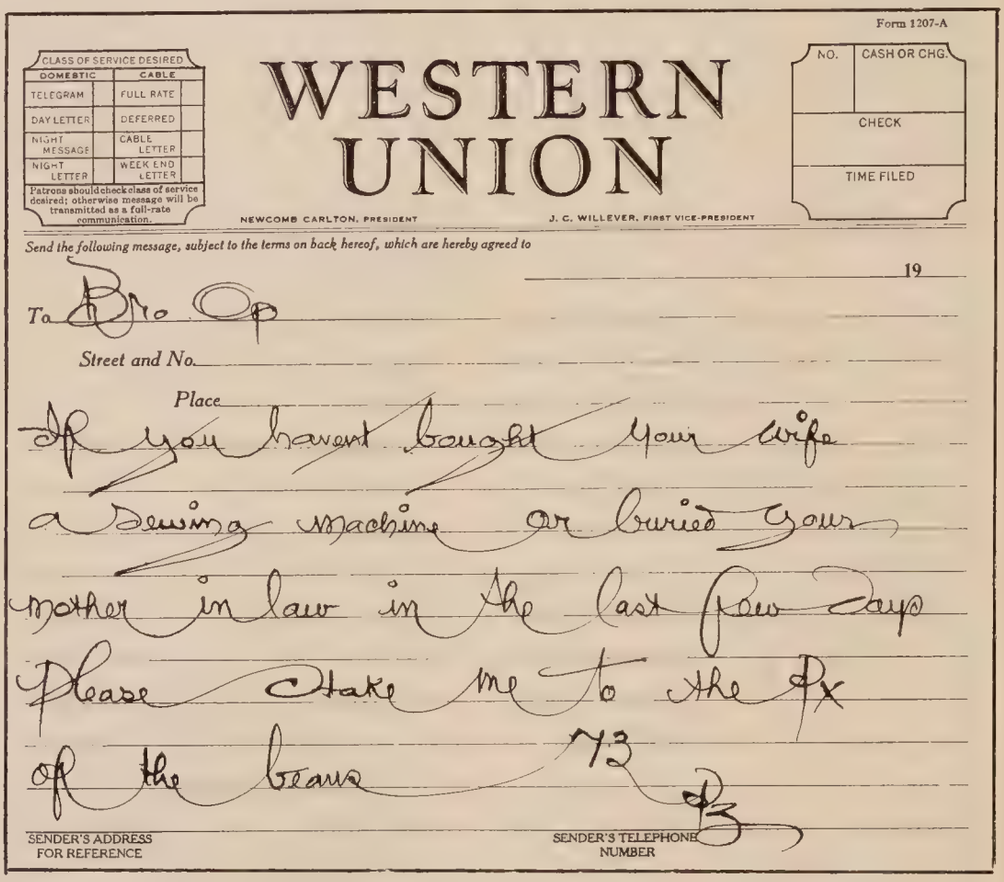
little success in fixing up its older diesels so as to retire its remaining active steamers. We saw only one of the original 600's running, the 609, an ungainly brute with a C-B-C wheel arrangement. I think they'll have to keep some steam around until they buy more diesels. We saw perhaps ten steamers, either hot or actually running, and would probably have seen a few more had we gone beyond Zacapa.—Tom Moungovan, 411 Contra Costa, Pt. Richmond, Calif. 94807.

SOME operators will remember the "op fist" (railroad telegraphers' handwriting) contest that your magazine ran many years ago. I own a fine sample of such penmanship in which most of the words were looped together with graceful downward curves to make an almost continuous flow. That was in the days before train orders were typewritten or sent by telephone or teletype.

My father, H. Y. Stimson, was a Chicago & North Western telegrapher and station agent. A photo in my possession, dated 1895, shows him working at the key in Canistota, S.D., with my sister Mabel and myself as small children watching him. Dad was as mad as a wet hen when he was forced to retire at age 70. He could have kept at the job many years longer, for he lived actively until age 97. While we were out on the Dakota prairies he showed me buffalo wallows and taught me about rocks and the Ice Age. As you would say today, he was ecology-minded. A wallow was nothing but a boulder about the size of a cotton bale, on which the buffalo rubbed off their old "wool" and at the same time cut away the surrounding soil, eventually sinking the boulder into the earth.—Henry A. Stimson, 602



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Specimen of "op fist," the distinctive penmanship for which telegraphers, both railroad and commercial, were famous long ago. (Below) Rare photo, 1895 vintage, of H.Y. Stimson at work as a Chicago & North Western brass pounder in Canistota, S.D., while his daughter Mabel and son Henry watch in respectful silence.

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I wish to reserve ..... seat(s) on the famous 759 excursion on October 27 and 28. I have enclosed my check for $50.00 per seat, which I understand is the price of the train ride only, and does not include accommodations.

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If we do not get an extension on the flues, from the Federal Railroad Administration, we will be required to substitute another steam engine.

NO REFUNDS FOR CANCELLATION AFTER SEPTEMBER 27, 1973.

For a complete schedule of Steamtown's 1973 activities, send a self-addressed, stamped envelope to the above address or phone 802-463-3937.

Lucerne Ave., Lake Worth, Fla. 33460. (*Ed. note*: Stimson is the author of a winsome new book, *Depot Days*, $2.95, reviewed in our May '73 issue.) ●

AUSTRALIA has a bleak settlement named Mundabrilla which is merely a group of cottages occupied by maintenance men for the big island's transcontinental railway. Mundabrilla is 775 miles east of Perth and 1,687 miles west of Sydney—the two cities that a train called the *Indian-Pacific* links in a trip that takes the best part of three days and three nights.

People talk of the days 20 years ago when rail travel across the Nullarbor desert was in hot steam trains. The present train is air-conditioned and has a club car, dining car, single and twin roomettes, showers, and easy chairs. Most of the time it's booked months in advance. The *Indian-Pacific* is so named because it is a link between those two oceans.

Out from Mundabrilla, going east, the stunted mulga and mallee trees become fewer as the train rolls toward the Nullarbor plain at a steady 60 miles an hour.

Nullarbor is Latin for "not any trees" and the rail track runs for 420 miles across this limestone plain with never a tree in sight—perfectly flat with only saltbush or spinifex grass as far as one can see. There's no town in this area, only occasional groupings of railroad workers' cottages and places which watered the locomotives before diesel-electrics took over from steam.

Express stops at few of these settlements. They are served by the affectionately named *Tea and Sugar*, a train that includes clothing and grocery stores, a butcher, correspondence-course-teachers for the children, a nurse, and at times a doctor and a dentist.

The trans-Australia railroad is single track much of the 2,461 miles, but there are sidetracks for the *Indian-Pacific* to slip past freight trains a mile long. Running of the *Indian-Pacific* became possible in 1970 with the completion of standard-gage tracks from Perth to Fremantle, and on the "missing link" between Port Pirie in south Australia and Broken Hill in western New South Wales. There used to be different gages. ●

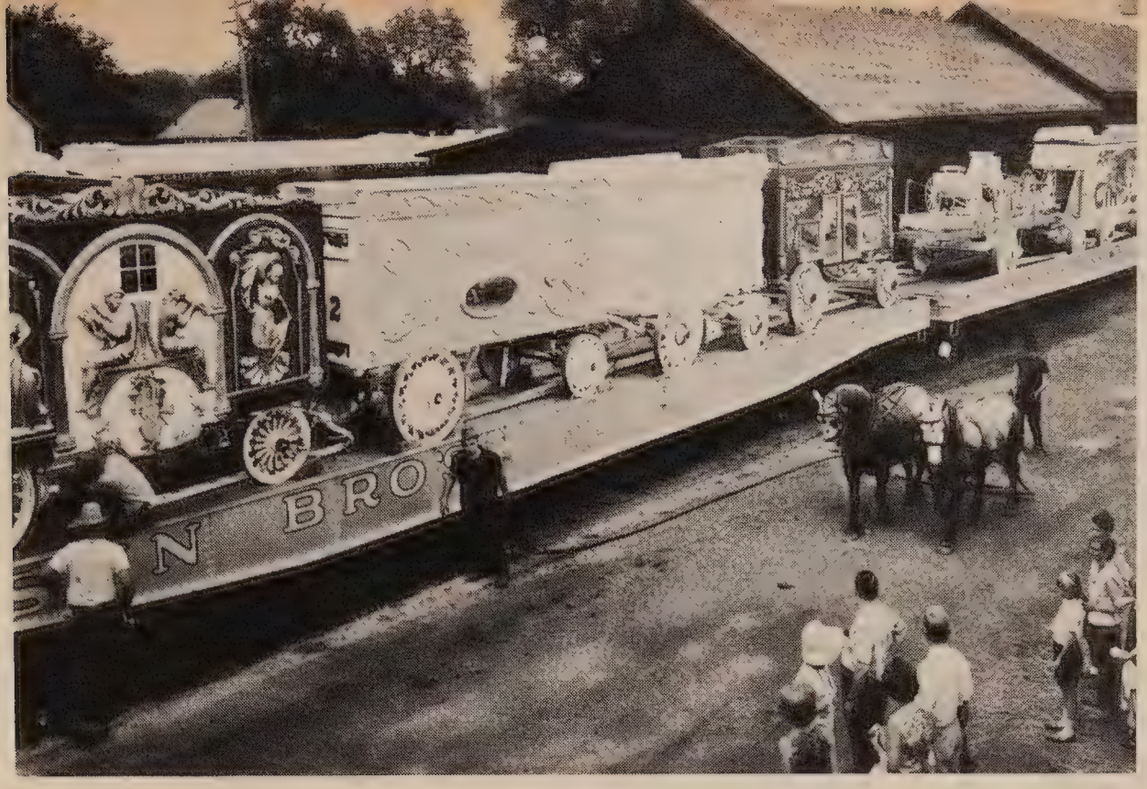
Louis Pilloux, 11 rue de Milan 75440, Paris Cedex 09, France

French National's third-generation *Turbotrain* TGV 001 reached the speed of 190 mph during trial runs in Southwestern France on a day in July, 1972.

PHOTOGRAPHS OF THE MONTH

Iron Horse cheering section at Steamtown, USA, at Riverside, Vt., awaits passing of Green Mt. R.R. Pacific No. 1246, the *F. Nelson Blount*, with train filled with excursionists bound for Rutland on a November day in '70. Steamtown is railfans' Mecca.

James B. Armstrong, 315 W. 106 St., New York, N.Y. 10025



Trainload of 68 historic old wagons, gaily painted, and heavy Percheron horses, will depart from Circus World Museum at Baraboo, Wis., behind Southern Railway 4501 on June 29 as a prelude to annual Joseph Schlitz circus parade in Milwaukee on the Fourth of July.

Paul J. Templeton, 108 Pt. Pleasant Rd., Rochester, N.Y. 14622

CP Rail RDC-2 No. 9115 standing at platform of massive Buffalo, N.Y., Penn Central station on August 19, 1972.

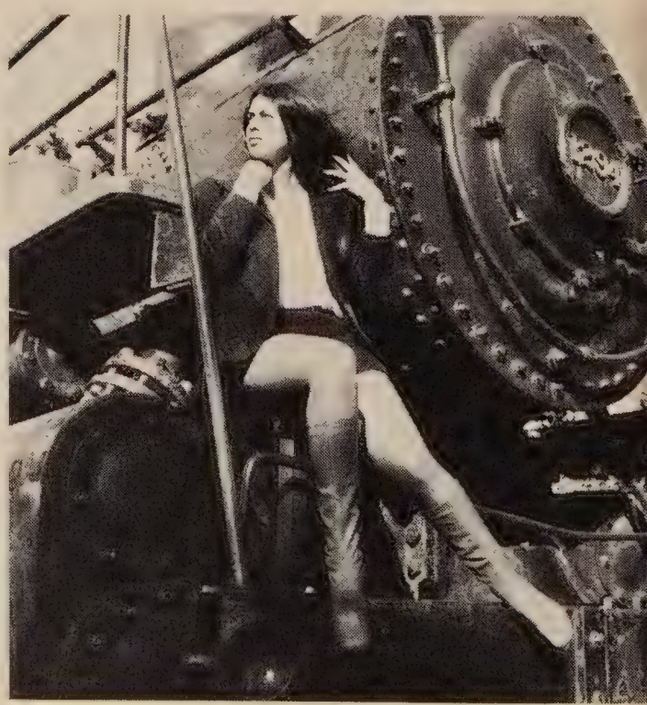
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

The brakeman on this Southern Pacific freight is handing the engineer one of three tortoises he had just found while his train was on siding in Mohave Desert. Train was bound over Jawbone branch to Searles, remote junction with Trona Ry. Tortoises are a gift for three small boys further up line.

World's first cable-car line was Clay Street Hill R.R. Co., San Francisco, built by Andrew S. Hallide in Aug. 1873.
Photograph from "Trolley Car Treasury"

Can any reader identify teen-agers having fun at old Kansas depot?
Eastman Kodak photo from Walter W. Hubbard

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701
Josie Marcantonio enjoys a lovely October day in 1971 perched on front of SP 0-6-0 on display near Fleishaker Zoo in San Francisco.



"Doesn't Anyone Want Me?"

Litter

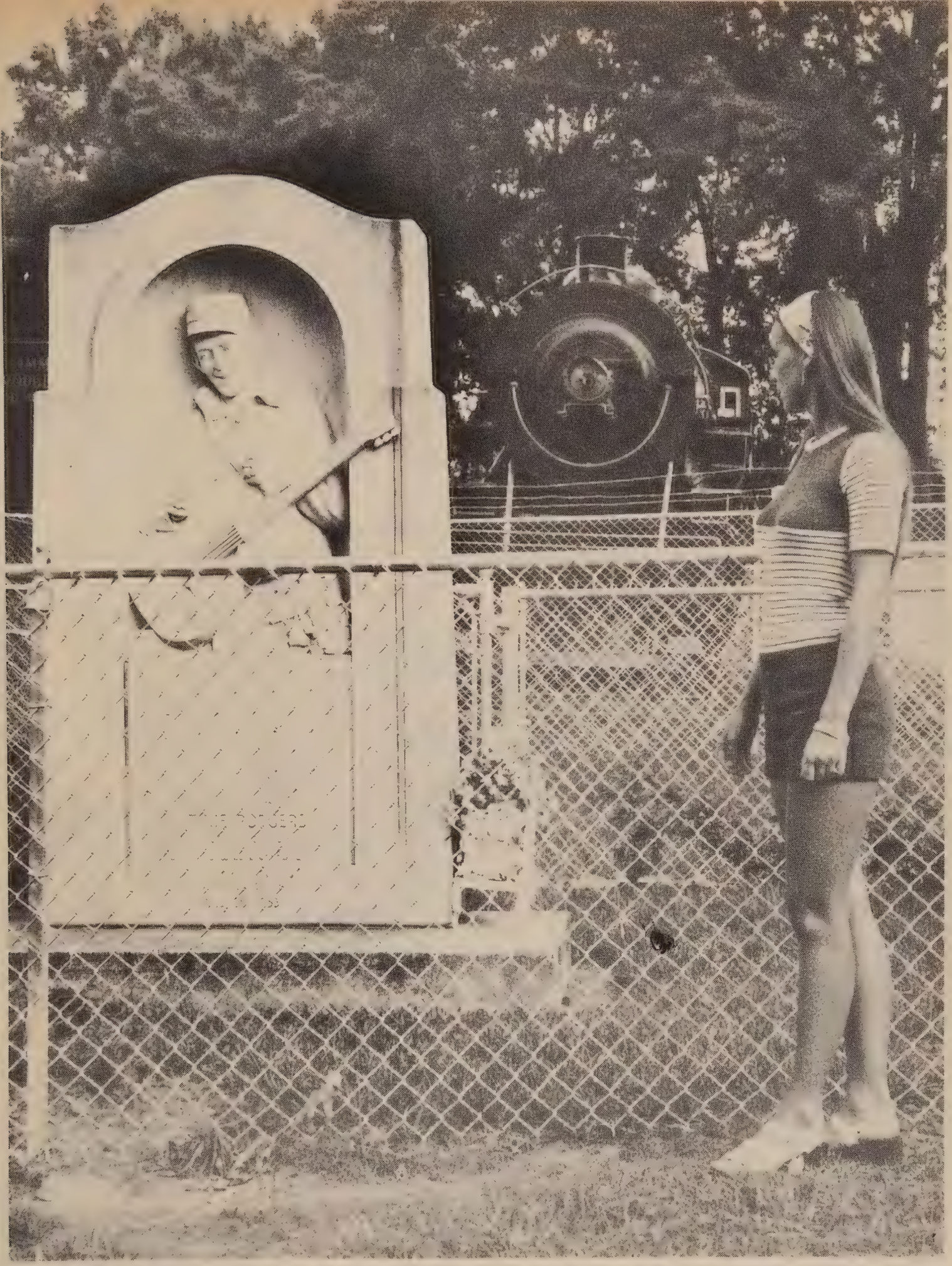
This seven-weeks-old puppy, a cross-bred Labrador, was dumped into the litter bin in the British Rail station at York and left there until his cries attracted the attention of a constable. After being rescued, he was adopted by Gwyneth Sherwood, a girl in station information booth, who named him Tidy.
The Press Agency (Yorkshire) Ltd., courtesy of British Rail News

Jim Shaughnessy, 479 Eighth Ave., Troy, N.Y. 12182

Brightly-colored Providence & Worcester Alco RS-3s, leased from Delaware & Hudson, ready to pull train out of yard.

Vista-domed French National train 8789 at Monestier-de-Clermont station on Feb. 24, 1973.
Jean Avenas photo from "Vie du Rail", courtesy of Jean-Michel Leclercq

Photo by John O. Ward, Sydney, Australia (courtesy of Electric Railroaders Assn., New York City)
Framed in a sylvan setting, a city trolley car rolls through a sun-lit street in Milbourne, Australia; date not known.



Donna Wall of Meridian, Miss., admires monument to Jimmie Rodgers, "The Singing Brakeman," in Jimmie Rodgers Memorial Park in Meridian. Looking on in background is Consolidation No. 42 built in 1917 by Baldwin for the Susquehanna & New York. Locomotive was sold in 1943 to the Meridian & Bigbee. Legend of Jimmie Rodgers and his hill folk music saga is etched on the monument and the first name to appear on a plaque at the Country Music Hall of Fame in Nashville, Tennessee.

William T. Morgan, AN, Box 26, Fleet Weather Facility, FPO, New York 09571

On a sunny morning in July, 1964, a 38 class ten-wheeler of the German Federal Railway departs from Hamburg station platform with a local suburban train.

Peter Jensen, Box 259, Montclair, N.J. 07042

Penni Latham, 2nd trick op on Southern Pacific's Coast Div., at Oxnard, Calif., has orders for westbound coast freight running between Los Angeles and San Francisco.

Photograph by Gary G. Allen

Scenes on the DELAWARE & HUDSON

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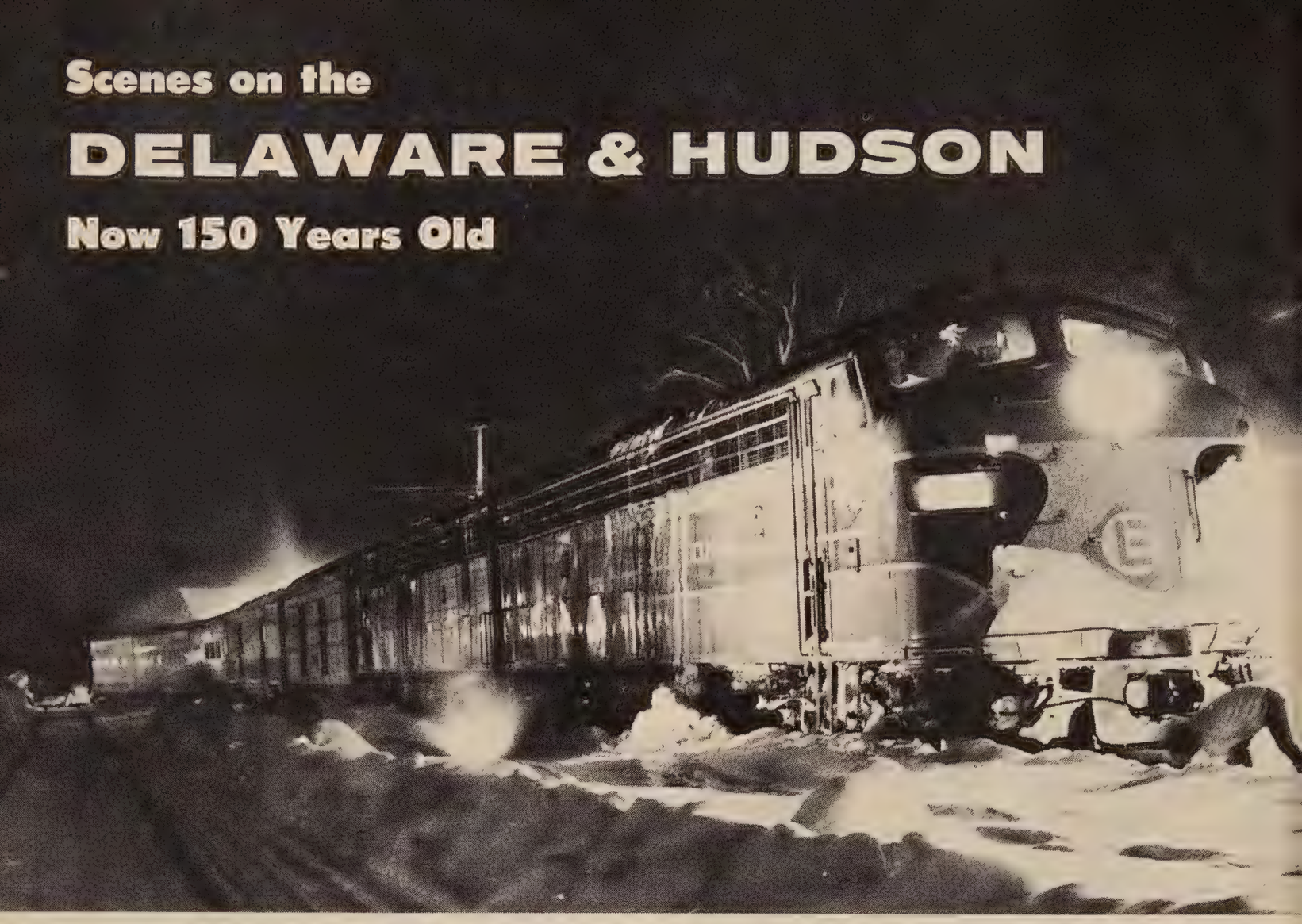


D&H southbound *Montreal Limtied* plows into Rouses Pt., N.Y., with borrowed Erie Lackawanna E-8's, 829 and 820, in '71.

Hugh L. Strobel, 83 North Union St., Burlington, Vt. 05401

Gene Baxter, 3145 Sixth Avenue, Troy, N.Y.

Ex-Reading 2102, renumbered and relettered for special D&H trip, crosses Mohawk River bridge, Cohoes, N.Y.

Ex-Reading 2102, a Wagnerian study in smoke and steam, blasts her way out of Colonie yard.

Gene Baxter, 3145 Sixth Avenue, Troy, N.Y.

Tony Reznak, Jr., P.O. Box 755, Wilkes-Barre, Pa. 18703

Girl cyclist pedals on as D&H Alco DL-701 No. 5010 rumbles overhead, switching cars in LV Wilkes-Barre, Pa., yards.

Rutland No. 106, class B-2c (Alco, 1914) makes up passenger train at Rultand, Vt., for 52-mile run to Bellows Falls.
Photograph by William L. Rohde

THE 0-6-0 STORY by Fritz Lehmann

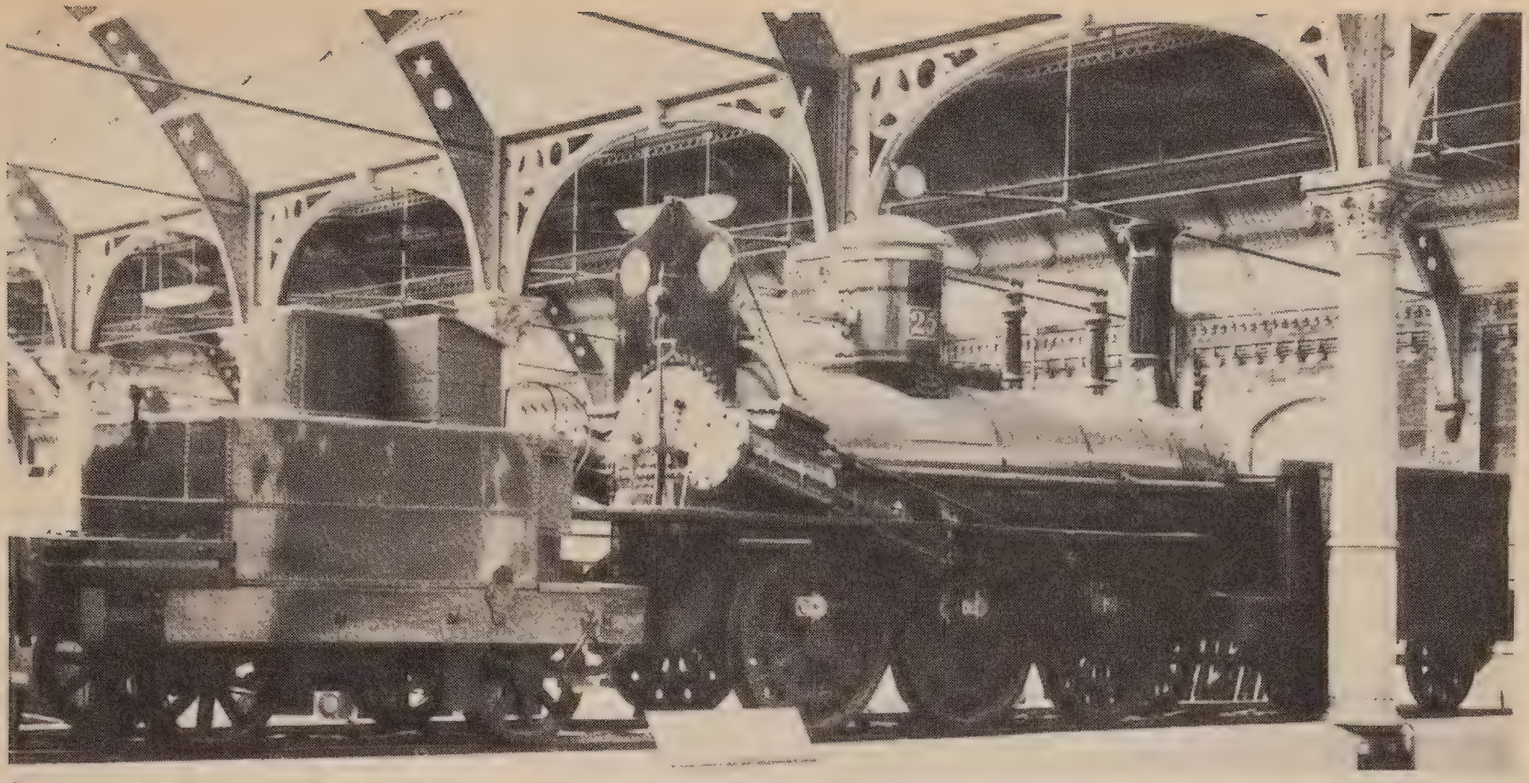
FOR 130 YEARS the 0-6-0 served Britain's railways very extensively as the "standard goods" type, the power for mainline freight (and occasionally passenger) trains. Although most steam fans prefer the more glamorous, high-speed, passenger engines, the humble 0-6-0 exerts a strange fascination over some of us. Those six-coupled locomotives embody so much that is purely British in their design and operation that I have adopted the type as a symbol of the difference between railway practice in Britain and the United States.

Some 25 years ago my appreciation of locomotive beauty was immature and narrow-minded. If she didn't run on either the Rock Island or the Illinois Central, I decided, since I lived in the Midwest, she wasn't worth looking at. Many railfans of my age must have gone through a similar experience. But even after I had discovered the value of steamers elsewhere in America, even Canadian and Mexican power, I still cherished the delusion that nothing on the far side of the great waters could match our own engines in beauty and interest. An old friend of mine, Frank Barry, had many shots of the "British"-looking Delaware & Hudson steamers of the Loree era, and in our youthful chauvinism we felt scorn for their "delicate" un-American appearance, their peculiarities in design, "elephant ears," exotic boilers, and systems of compounding.

The 0-6-0's were built in very large numbers from 1827 to 1942 as *mainline* freight-haulers. In the earliest days of steam in the United States the 0-6-0 made a brief and unsatisfactory appearance as a road engine (American track was too rough) and then disappeared. When re-introduced in the mid-19th century, the American 0-6-0 was a switcher only, the role she had at many a steel mill and industrial plant as well as in the yards of Class I railroads down to the end of steam.

The British 0-6-0, carrying neither headlight nor pilot, like all mainline power in the British Isles, looked particularly naked to the North American eye. Her cylinders, rods, and valve gear were tucked away out of sight between her frames. Nor did the British locomotives, in nearly all cases, carry the familiar pumps and reservoir for Westinghouse air brakes, nor any of the other external piping and equipment so familiar in our practice because we liked to see everything (and our labor costs were too high to justify the extra work of tucking things away).

Furthermore, by our standards, the British locomotives were very small. The most powerful 0-6-0 overseas weighed less than 52 tons and developed a tractive effort of only 30,080 pounds, but in the 1950's the Illinois Central operated 0-6-0's that ranged from 72 to 90 tons, with tractive efforts between 37,500 and 45,500 pounds; and the inevitable odd-ball product of the IC's rebuilding schemes, 0-6-0 number 315, had 25-x26-inch



Stockton & Darlington Ry. 25 *Derwent*, oldest extant British 0-6-0, of Timothy Hackworth type with return flue boiler.
Collection of Fritz Lehmann, Dept. of History, University of British Columbia, Vancouver, B.C., Canada

cylinders off an early Pacific and a nominal tractive effort of 64,500 pounds. In those days I didn't understand that the very unfavorable factor of adhesion would make such a machine very slippery, so its huge tractive effort rating was more apparent than actual. The railroad realized it soon enough and gave the 315 the usual 21x26-inch cylinders within five years of the first experiment.

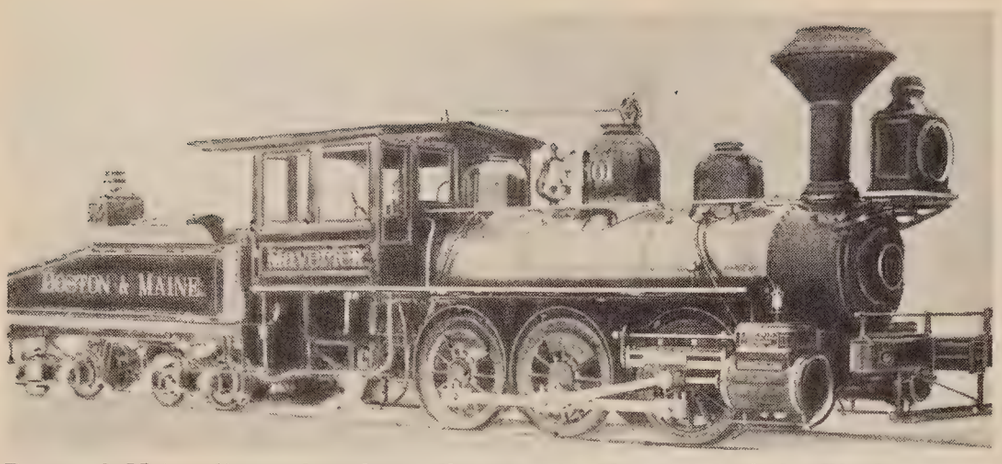
Eventually, my years of residence in India persuaded me that British design and practice had its merits, too. At first, surrounded by so much steam power, I had eyes only for the Canadian- or American-built locos. But the sight, smells, and sounds of working steamers moving heavy traffic soon seduced me into an appreciation of the much more numerous British-built types. The oldest loco I encountered in my own daily comings and goings was a typically British standard goods 0-6-0, now no longer in freight service and then (1963-'64) eking out her years with a twice-daily mixed train on a five-mile branch line.

Both my own residence and the Secretariat building where I was doing most of my work were located on this branch; and so, to me, Eastern Railway engine 34007 became a familiar and welcome sight, chugging along with generally one combine in the mornings, supplemented now and then by a few boxcars at night. The pilot and headlight were concessions to Indian conditions, but the austere lines, the inside inclined cylinders, the wheel splashers, and the screw couplings with buffers gave sure evidence of 34007's British origin—in fact, Glasgow, Scotland, from the works of Neilson & Co. back in 1899.

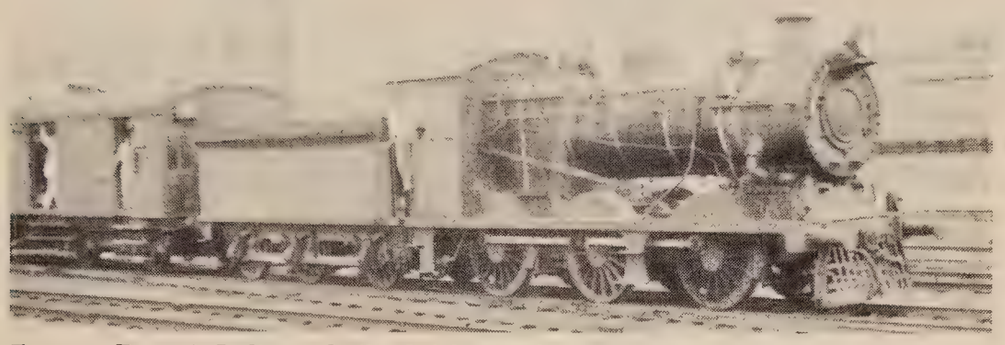
The 34007 was one of many then-surviving members of a class of 413 standard goods locos built 1895-1906 for the East Indian Railway (32 of these at the railway's Jamalpur shops, the rest from four British and two German builders) and called class CA to distinguish it from the 195 locomotives of the earlier standard 0-6-0 goods type, the class C's built 1878-'92. The last of the C's were withdrawn by 1930, but a hundred class CA 0-6-0s remained on the Indian Railways roster in 1958. As the final few were scrapped in the late 1960's, they were by then the oldest locos on the Indian broad-gage, a tribute to the success of their straightforward, simple design.

Although the old CA 0-6-0's were thinning out during my years in India, their slightly more modern successors were still plentiful. This was the successful group of 0-6-0's, designed for India in 1903 by the British Engineering Standards Association in consultation with leading motive power officials in England and India. Ordered in

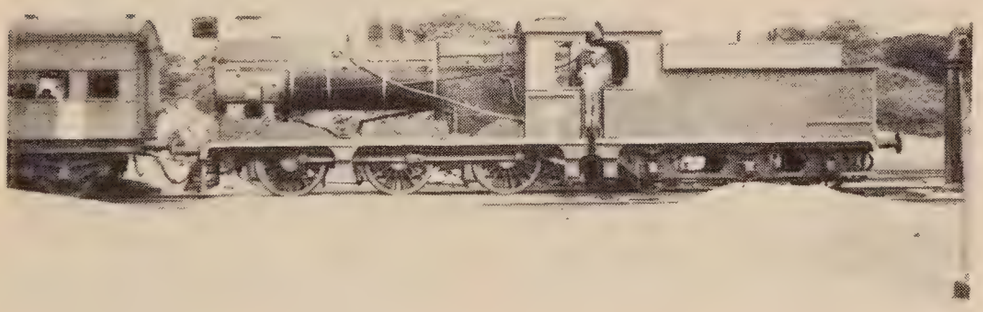
Photograph by Fritz Lehmann
Central Railway of India 33466, a superheated "standard goods" built by the Vulcan Foundry of Leeds in '20, waiting to pull out on local run near Bombay.



Boston & Maine diamond-stack woodburner 101 *Maverick* built by Rhode Island.
Howard L. Fairchild, 807 27th St., San Pedro, Calif.



Eastern Ry. of India, rebuilt 0-6-0, on local passenger train near Calcutta.



Non-superheated loco working commuter train on India's Southern Ry. at Madras.

Superheated India's Southern Ry. 37088 at Madras Basin bridge on May 28, '63.

large numbers by all the major Indian railways, some 450 were still in service at the beginning of 1970. Known as the "SG" ("Standard Goods") class, they were originally unsuperheated. All later batches were ordered with superheaters and thus became "SG/S" (Standard Goods/Superheated). Nearly all of the earlier ones acquired superheaters during the 1920's and were renamed "SG/C" ("Standard Goods/Converted"). At present, most of these locos are in switching, transfer, or branch-line service; but in their early years they handled the bread-and-butter freight and proved very economical in both operation and maintenance. So even though my North American eye had to be educated to appreciate their stark outlines, I had to admit that they were very successful.

I now know that what in my boyhood zeal I had assumed to be American superiority (in locomotive size and power, for example) was really the reflection of the vastly different circumstances in which railways developed in the United States as compared with other countries.

When the British were pioneering the steam locomotive and the iron wheel on the iron rail, they were concerned to produce new means of transport to carry already existing heavy traffic over relatively short distances. It paid them to invest fairly large sums of money and build on a monumental scale the great bridges, tunnels, embankments, and cuttings to provide the straightest, smoothest track possible. Hence the usual British term for a railway line, the "permanent way."

Over in America at the same time, conditions were quite different. Relatively small numbers of people were spread over vast distances in an agrarian economy; we had neither the capital to build nor the traffic to sustain a superbly-engineered "permanent way" system like England's. So our bright and industrious technical men rapidly adapted this new English technology, with results that are well known: the use of abundantly available local timber for cheap but light trestles and bridges, the modification of locomotives with pilot trucks, cowcatchers, and headlights, and so on.

Many years later, our industry developed to match and then to surpass that of England's. Our railways were not so fettered with expensively-built tunnels, bridges, cuttings, and trackside buildings such as those which retricted

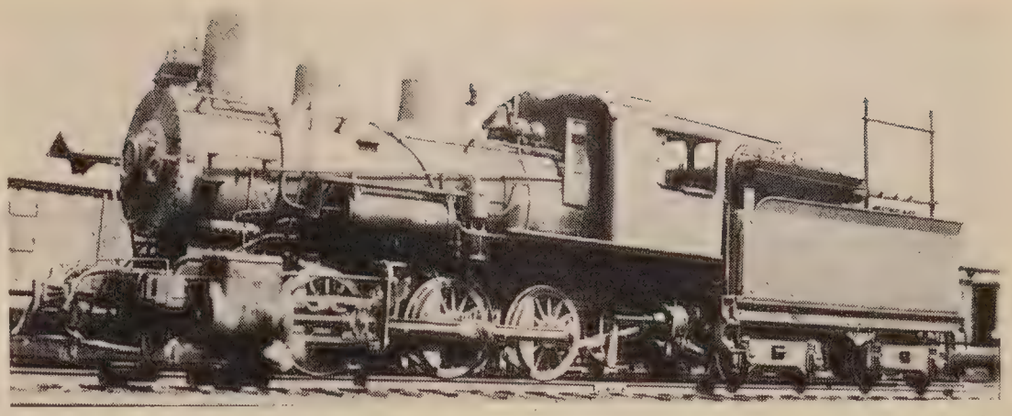
overseas railways to the clearances of the 1830's. Many a British railway man has had cause to thank God for the enormous "chimneys" that Stephenson and Hackworth put on the earliest locomotives built for the Stockton & Darlington and the Liverpool & Manchester. Stephenson's *Lancashire Witch*, for example, had a 10-foot stack that reached nearly 15 feet above the rail top. This has given the British slightly better vertical clearance, although the early tunnels, station platforms, cuttings, and bridges have imposed a straitjacket of restricted horizontal clearances for their rolling stock.

Thus British technology grew up in circumstances very different from ours, handling heavy traffic over short distances in a fairly densely populated country. Labor was plentiful, skillful, and cheap; so there was no point in accumulating all the day's traffic and running it in one monster drag freight behind a massive American locomotive. In fact, healthy competition from barges on an extensive canal network and coastal shipping around the edges demanded that even coal be moved fairly expeditiously.

So Britain's railways, which until 1923 and the "grouping" into regional systems were also competing strenuously among themselves, very early developed the traffic patterns of light (by American standards) but frequent freight trains. This meant the power to match, and explains the long predominance of the 0-6-0 as the standard goods locomotive in Britain.

Some examples of the earliest and latest British 0-6-0's have been preserved, and for those who can see them they make an interesting picture of the development of railway design. Timothy Hackworth's *Royal George* of September, 1827, for the Stockton & Darlington was apparently the first 0-6-0 and had pioneer features not used in later designs. The two cylinders, 11x20 inches, were placed outside the frames and were vertical to the engine at the rear, driving downward direct to the rear pair of drivers. The six-drive wheels were the first to be coupled by outside connecting rods and measured 48 inches in diameter. The "large" boiler provided 141 square feet of heating surface—compare the 1926 square feet in the modern Illinois Central 0-6-0's.

But although Hackworth's early 0-6-0 steamed only at 48 to 52 pounds of boiler pressure, the inventive builder did incorporate some modern gadgets in this primitive coal-hauler. He introduced the contracted orifice blast pipe on this engine, which greatly improved steam capacity by increasing the draft in the boiler. He also employed self-lubricated bearings, a feedwater heater using exhaust steam, a short-stroke feed pump, and spring-loaded safety valves. Later, he followed up the *Royal George* with more 0-6-0's for Stockton & Darlington's coal traffic, two classes of six locomotives each in 1830, still with vertical outside cylinders, but now driving a dummy crank shaft. These were followed by similar, larger locomotives in 1835-'38.



Boston & Maine six-wheeler 280 idles in yard on a day long ago in New England.

Then in 1838 Hackworth returned to direct drive with a still larger 0-6-0 having two outside cylinders inclined at about 30 degrees and located at the rear of the boiler.

The S&D continued to use this kind of power in its slow-speed coal service (limited to six miles per hour!). One of these later 0-6-0's is preserved at the Darlington railway station: No. 25, *Derwent*. This locomotive was built in 1845 by W. and A. Kitching of Darlington on the Hackworth model—with steeply inclined outside cylinders (now, however, 14½x24 inches), the cast-iron plug wheels, and the return flue boiler. No. 25 had an unusually long life—working until 1898—and was still in such good condition in 1925 that she was fixed up and worked under her own steam in the British railway centenary celebrations. No rail-fan pilgrimage to the birthplace of steam locomotion would be complete without a look at this splendid machine.

Hackworth may have pioneered the 0-6-0 for heavy freight traffic, but his use of outside cylinders found little favor with later British designers. This may have been partly because they considered it easier to frame an inside-cylinder engine, partly due to realizing the advantage in minimizing heat loss through the cylinders, and in later years partly because the restricted British clearances put sharp limits on the size of outside cylinders. Whatever the reason, the only class of 0-6-0's with outside cylinders after Hackworth was a group of 39 built during the 1870's for the Caledonian Railway by Dubs & Co. of Glasgow.

Robert Stephenson further developed the 0-6-0 type with an engine built for the Leicester & Swannington Railway in February, 1834, which had what came to be the standard configuration, two near-horizontal inside cylinders (16x20 inches) and a multitubular boiler providing 656.5 square feet of heating surface, a vast improvement over Hackworth's early 0-6-0's.

By the late 1840's the British 0-6-0 was beginning to look much like the modern designs of this type. Charles Beyer, at first chief designer for Sharp Brothers in Manchester, developed the deep plate frames running the length of the engine from front to back buffer beams. In 1854 he founded his own firm, the famous locomotive builders Beyer, Peacock & Co., and continued to be influential with many successful 0-6-0's of the now-standard type. Indeed, such was the confidence in the British six-coupled freight-hauler by mid-century that the major railways began ordering long series of identical engines. Most spectacular was the London and North Western's DX class 0-6-0's, designed under locomotive superintendent John Ramsbottom.

From 1858, when production began, to 1874, when it ceased, some 943 of these useful engines were built—a total never surpassed by any other single class in Britain and the first such example of standardization on a massive scale! With 17-x24-inch cylinders and 120 pounds of boiler pressure, these 27-ton engines produced only 10,200

pounds of tractive effort—but the last of them survived up to 1930! The first of this remarkable series were built at the railway's Longsight works in Manchester. All others came from Crewe.

The Lancashire & Yorkshire, which took 86 of the DX class in 1871-'74, also produced a successful class of 0-6-0's under Barton Wright, who had 280 built during 1876-'87. Their last survivor was withdrawn as late as 1959! The Midland Railway had an almost insatiable demand for 0-6-0's, building several hundred 1863-'74 to Matthew Kirtley's standard design (of which 471 were still on the roster in 1907), and then during 1875-1902 outshopping another 906 locos to S. W. Johnson's designs, not all identical, however (diameter of drive wheels were increased from 58 to 63 inches) and cylinders grew larger in the later batches). Crewe Works came back with the "Cauliflower" class of 0-6-0's designed by F. W. Webb; 310 of this design were built during 1880-1902 for the London & North Western.

The Midland went on to a bigger, superheated machine, initiated by two prototype locos build under Sir Henry Fowler's design direction in 1911. Large-scale production did not begin until 1917, with the bulk of the series produced during 1924-'28, although both Crewe and Derby works continued to turn out this popular 0-6-0 up to 1940. The 772 engines of this series were the most prolific of the modern 0-6-0's. Their 20x26-inch cylinders, 63-high drivers, and 21,620 pounds of tractive effort may be taken as typical of the modern British standard goods.

The advantages of standardization with a simple design were so quickly apparent that even the smaller railways went in for standard classes of 0-6-0's. Typical of these was the Great Southern & Western Railway of Ireland, which began with just three class J-15 0-6-0's designed by A. MacDonnell in 1866, followed by small batches of two to six locos down to 1903. By that time the class numbered 111 engines (most of them built in the railway's own shops at Inchicore). This was the largest single class on any Irish railway.

Great Eastern built 289 locomotives to T. W. Worsdell's J-15 design during 1883-1913. Although their works at Stratford were not by any means the largest and finest in Britain, the railway demonstrated the advantages of standardization by erecting one of these engines in the amazing working time of 9 hours and 45 minutes in December, 1891! The North British Railway built 168 standard 0-6-0's to the design of Matthew Holmes during 1888-1900, and the South Eastern & Chatham built 109 class C 0-6-0's designed by H. S. Wainwright between 1900 and 1908. After the nation's railways had been "grouped" into the four regional systems in 1923, each region built standard superheated 0-6-0's.

The conservatism of Britain's rail systems is staying so long with what we might consider an old-fashioned locomotive type, and not only that, but continuing individual designs of that type over decades of construction and 50 or 60 years or more of service, illustrates another characteristic of the country's railway technology. With very few exceptions (the Pennsylvania comes to mind, of course) American roads did not achieve this level of locomotive standardization until General Motors gave them the diesel GP-7; but the main British companies and many smaller ones had done this with steam —and humble 0-6-0's at that—beginning back in the mid-19th century.

Even standardization of details served useful purposes. The story is told of an English locomotive superintendent who toured North America at the turn of the century. Greatly impressed with the Western World's ingenuity and vigor, he came back determined to adopt some new ideas —such as placing the sand dome on top of the boiler as in U.S. and Canadian practice. But he overlooked the fact that the Americans also provided sanding towers. His own road, like other British railways, was set up for sandboxes on the frames, filled by men standing on the ground using buckets. The loco shed personnel soon let him know what a nuisance it was to send a bucket-brigade up the running boards and the sides of the boilers!

Dull and drab though they may appear, the British standard goods 0-6-0's were the backbone of steam railroading in the islands. Various designs of this type testified to the continuing high quality of British technology and engineering design. Although restricted by the most confining clearances of any major standard-gage railway system in the world and constrained by the necessity to operate relatively short, frequent trains even in freight service, British engineers produced a roadbed that did not require a locomotive to carry guiding pony or trailing trucks. Thus the 0-6-0 as the standard goods locomotive could put all its weight where it counted—on drive wheels.

The very last group of 0-6-0's to be designed and built in England show British ingenuity still at work. The dreamy genius of the Southern system, O. V. Bulleid—more famous for his high-speed Pacifics which handled Southampton boat trains down to the bitter end of steam—was called upon to produce some 0-6-0's under difficult conditions in the early years of World War II. He responded by making maximum use of minimum materials.

The 40 locomotives of the Q-1 or Austerity class, built 20 each in 1942 at the Southern's Brighton and Ashford shops, were horrifyingly unique to look at—there was nothing else like them before or since! Bulleid used the lightest materials he could to save metal at a time when Britain had its back to the wall and was fighting for its life, and he simply cut out parts like the running plates, which he felt weren't absolutely necessary. The result was a peculiar-looking machine with a light enough axle load to work nearly all of the Southern system lines, but also powerful enough to meet the wartime traffic demands. In fact, Bulleid's monstrosity was the most powerful 0-6-0 used in Britain, with 19x26 cylinders, 61-inch drivers, 230 pounds of boiler pressure combining to produce 30,080 pounds of tractive effort; but the engine weighed only a bit over 51 tons.

My final conversion to admiration for the British 0-6-0 came as a result of a Bulleid locomotive. In 1964, during their last year of operation, one was scheduled for a railfan trip, handling a nine-coach special out of London and eventually relieved by a more glamorous post-war Pacific at Guilford. You can imagine my proper North American horror at the thought of an 0-6-0 taking a passenger train over high-speed track out of Waterloo station! The very sight of Q-1 33026 at the head of a passenger train in electrified territory seemed preposterous.

But on a wet, misty day the 0-6-0 did a better job than the far larger (94-ton) Pacific. At rest, 33026 was an odd-looking machine; but at work, it was a different story—with side rods and disc drivers flashing and exhaust delighting the ear, this wartime stop-gap 0-6-0 demonstrated that she, too, shared in all the magic of steam locomotion.

PASSENGER TRAIN SURVEY

Winter hangs on in the Rockies as D&RGW's *Rio Grande Zephyr*, train 17, leaves west portal of tunnel 1, March 24, 1973.
Greg LePak, 5031 W. Fremont Dr., Littleton, Colo. 80123

Roller-skating attendant checks on motorists waiting to board *Auto Train* at Sanford, Fla.
G.W. Gerhart, Box 245, Miami, Fla. 33138

IN CASE you missed the CBS television interview in which Mike Wallace interviewed Lewis Menk on March 11th, here is some of the dialog:

Wallace: Lewis Menk is chairman of one of the railroads that makes its profit out of freight, not passengers—the Burlington Northern. And he sits on Amtrak's Board of Directors. He got there by buying Amtrak stock. Not because he believed in it, but because he could take the purchase price as a business expense—a loss. Aboard one of his company cars, Lew Menk told us how he feels about Amtrak's future. (Addressing his guest) How much did you pay for your stock in Amtrak?

Menk: Thirty-three million plus.

Wallace: And you carry it in your—on your books right now at how much?

Menk: One dollar.

Wallace: Why?

Menk: We wrote it down because we thought that was the value of the stock.

Wallace: You think that Amtrak's stock is worthless?

Menk: I do. In the context of the present time, it is.

Wallace: You say, "In the context of the present time." Do you expect it's going to be worthless in the future?

Menk: I don't expect that Amtrak will ever be a profitable corporation; if that's what you're asking, yes, that's my answer.

Wallace: So you feel that passenger trains by and large—with the exception of those in highly populated corridors—should be permitted to die an honorable death, right?

Menk: Yes, sir.

Wallace: And Mr. Quinn of the Milwaukee Road feels the same way, right? He's publicly stated that.

Menk: I assume so. Yes, I think that's so.

Wallace: And Mr. Moore of the Penn Central feels the same way, right?

Menk: I would expect so.

Wallace: Okay. This trinity—Menk, Quinn, and Moore—are on the Board of Directors of Amtrak, and Amtrak is committed to speedy and efficient passenger traffic. You see no conflict of interest there?

Menk: No, do you?

A NEW and faster train to Guadalajara with connections to Mexico City is announced by J. M. Salgado, passenger superintendent of the Sonora-Baja California Railroad. The new train features the fastest schedule available to the interior of Mexico. New locomotives, built by the Electro-Motive Division of General Motors, will pull the train, consisting of reserved seat first class coaches and Pullman sleepers with private rooms.

Cost of the 1500-mile trip to Guadalajara will be $37.67 for a pri-

Part of an estimated crowd of 2,000 that turned out recently at former Mo Pac depot in Austin, Texas, to see the inaugural run of Amtrak train No. 21, the Fort Worth to Laredo *Inter-American*. 12 cars were in train. Station beside Colorado River had been inactive since Sept. 22, 1970, when last northbound *Texas Eagle* stopped for final visit after being cut back to Texarkana.

Alfred E. Ehm, 433 E. Olmos, San Antonio, Texas 78212

vate roomette in a Pullman car with private facilities. Coach will be less and afford deluxe services of reserved seats, pillows, air-conditioning in refurbished modern coaches.

Southbound trains leave Mexicali's Sonora-Baja California station daily at 11:35 a.m., arriving at Guadalajara. Jalisco, at 6:45 p.m. the following day, cutting almost 12 hours from previous schedules. The northbound train departs Guadalajara at 9:10 a.m., reaching Mexicali at 1:35 p.m. the following day. The regular nighttime train, leaving Mexicali at 8:45 p.m., will continue its service with coaches and Pullman cars.

IN AN EFFORT to encourage increased use of *The Canadian* and minimize financial losses on passenger service, CP Rail has restructured the fare system on its transcontinental service. The new format is similar to CNR's red, white, and blue system. It offers reduced rates on off-peak travel days to passengers riding 100 miles or more.

It offers three fare levels: standard, economy, and bargain. Standard fares, which apply during peak travel periods, are slightly higher than previous fares, while economy and bargain fares are significantly lower. Summer peak travel months and holiday periods have a relatively high proportion of standard fare days, while the remainder of the year provides a mix of economy fares on weekends and lower bargain rates on most week-days.

TRAINS may not have mothers-in-law but they do have back-seat drivers. High-speed *Metroliners* that run between New York and Washington, D.C., use an electronic "back-seat driver" designed by Westinghouse Air Brake Co., to keep the trains from exceeding speed.

EXCEPT for three routes, the Nixon Administration has approved of Amtrak carrying on its basic intercity rail passenger service for another two years. Reporting to Congress, the Transportation Secretary, Claude S. Brinegar, praised the "encouraging gains" made by Amtrak in its nearly two years of business and called for new Federal funding to underwrite losses after the current law expires July 1st.

The $93 million appropriation sought by the Administration for the new fiscal year is below the $100 million level which Amtrak officials have said is necessary to continue present routes. Even so, Brinegar asked authority for the Federal Government to guarantee increased loans to Amtrak of up to $500 million, to be used for buying new equipment.

The three routes proposed for abandonment had relatively few passengers in 1972 but served some politically sensitive destinations, making it doubtful Congress will approve the suggestions.

One of these is the *Floridian* between Chicago and Miami, which carried 124,746 passengers in the first 11 months of 1972 at a loss of some $4 million. Under the Administration's proposal, service between Chicago and Florida would be maintained by way of Richmond, Va. However, the present trains to and from Miami pass through Montgomery, Ala., and Nashville, Tenn., and both state capitals, together with Louisville, Ky., would be without passenger service if the plan wins approval.

Another is the *Potomac Special*, between Washington and Parkersburg, W. Va. In the first 11 months of 1972,

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Boys are excited as Penn Central freight passes Ridley Park, Pa., Sept. '72.

this train carried 96,568 passengers at a loss of $1.1 million. Most of the riders were commuters to Washington who live between Cumberland, Md., and the city.

The third route that President Nixon would discontinue is the famous *National Limited*, which links New York with Kansas City by way of Washington and St. Louis. It transported 183,311 passengers in the first 11 months of 1972 at a loss of about $5.5 million. Service on the New York-Pittsburgh segment would be provided by other trains.

The connection of Chicago-Miami service at Richmond would be accomplished under the DOT plan by operating the *James Whitcomb Riley* from Chicago, through Cincinnati, to Richmond—discontinuing a present link between Richmond and Newport News, Va. As we go to press, Congress has not yet made the final decision.

A CAMPAIGN to seek "vast improvements" in railroad track and roadbed is being put forth by the National Association of Railroad Passengers. Anthony Haswell, chairman, says: "If rail passenger service is to be operated at speed, comfort and dependability levels which will attract patronage in competition with other modes, well-maintained track and roadbed are absolutely essential . . .

"At present, as a consequence of track and roadbed deterioration, the ride quality of passenger trains on several Amtrak routes has declined to the point where almost the only people who will ride trains are pass-holders, railroad enthusiasts, and those with an aversion to air travel."

"IF ANYTHING conjures up a lost past, it is the whistle of a train at night," Marya Mannes writes in the *Long Island Press*. "Particularly in prairie country . . . the long flat stretches of the Middle-West. How many lonely farmhouse dwellers, miles from the tracks, heard it in their waking dreams and were filled with a nameless nostalgia! For what? For far places, for impossible loves? For a wasted life? Or the trailing sound spurring young souls to adventure . . . the mysterious unknown that must be explored.

"But that is gone now. The whistles have died with the trains in nearly every part of the country. For even with Amtrak . . . that dubious resuscitation . . . the tracks are rusting in the weeds, train-connections have been abolished or cut to the bone, and passengers are simply not wanted . . . The whistle in the night is gone for good, and we have lost . . . in terms of simple human pleasures or glorious dreams . . . far more than we have gained."

New, stainless steel, air-conditioned *Cosmopolitan* commuter cars, part of 144 on order, are slated for Conn. Dept. of Transportation-MTA New Haven line. Some of the cars went into service on April 16. Construction is in General Electric's new 350,000-square-foot assembly and testing facility at Erie, Pa.

DETROIT ZOO railroad, which carries 1.1 million passengers annually, is in financial trouble. It will probably raise the ten-cent fare for the 1½-mile ride by five or 10 cents.

OVER a 50-year period ending in 1971, the Federal Government spent $72.4 *billion* on highways compared to $65 *million* on rail transportation, or more than $1100 spent on roads for every $1 spent for rails, according to the *Passenger Train Journal*, 29 E. Broad St., Hopewell, N.J. 08525. If state and local expenditures are included, highways received $326 billion and rails only $200 million. Similar expenditures totaled $25 billion for airlines and $15 billion for waterways. The publication contends the U.S. is the only major industrialized country not actively engaged in improving rail passenger service.

THE EAST WIND, a fast all-coach train, made its maiden run between Washington, D.C., and Bangor, Maine, on June 23, 1940, with a left-handed train crew on the Boston & Maine part of the trip, conductor Russell Dow, assistant conductor Henry Bowen, flagman Jim Boucher, and trainman Elliott Abbott all "southpaws." In the cab were right-handers George T. Davis, engineer; R. L. Nelson, fireman, and N. L. Wiggins, road foreman of engines.—Jim Crimmins, Exeter, N.H.

AMTRAK train schedules are now included in *Cook's Continental Timetables*, a monthly publication obtainable for $6.25 from Thomas Cook & Son Ltd., 45 Berkeley St., London W1A 1EB.—Bill Kessel, Hamburg, N.Y.

GREYHOUND Bus Lines is sharply criticizing Amtrak in paid ads on TV and elsewhere, including slips inserted into the ticket envelopes of bus passengers. Obviously, the management is feeling the pinch of Amtrak. One part of the ad states, "But the small number of people riding the trains of Amtrak . . ." Maybe the Greyhound boys should take another look. From what I see and hear, a growing number of passengers are riding trains. For example the *Texas Chief* has shown a 30 percent increase in traffic through this area since Amtrak took over. There is some talk about rerouting the *Chief* via the Texas & Pacific to Dallas and via the Southern Pacific to Houston, but anti-passenger SP is doing its best to keep the *Chief* off its tracks.—Bert L. Dockall, agent, Amtrak ticket office, Box 967, Temple, Texas 76501.

Down by the Depot

SUPPORTERS of the campaign to save Toronto's Union Station, which may fall to wrecker's hammers, have received unexpected backing from one of the city's most influential and con-

Amtrak's *Silver Star* leaving Washington Union Station tunnel bound for points south on beautiful early fall day in '72.
John R. Taibi, P.O. Box 486, Brentwood, N.Y. 11717

servative realtors, W. H. Bosley & Co. Ltd. The company has taken out a series of dramatic newspaper advertisements advising the public "How to help save Union Station without joining anything."

GRAND CENTRAL TERMINAL, next door to *Railroad Magazine* office in New York City, is under consideration as an East Side station for the Long Island Rail Road. The idea is being "fully explored" by the Urban Mass Transportation Administration. It all has to do with plans of the Metropolitan Transportation Authority to build a new LIRR terminal at Third Avenue and 48th Street, less than a mile from the main entrance to Grand Central. The MTA seeks Federal funds for this project.

Writing to a Manhattan Congressman, Edward Koch, who had urged the Federal agency to look into Grand Central's potential as LIRR terminal, the agency states: "We must agree . . . that the proximity of Grand Central Terminal suggests an alternative that could provide essentially the same benefits at a lower cost and with less disruption of the surrounding area."

Community groups have protested against the MTA plan. They say that under-utilized Grand Central could be converted into a major Long Island terminal at far less cost that the $342 million that the Authority estimates it would take to build a new LIRR line and terminal. Also, they fear that a Third Avenue terminal would raise property values, causing land speculation and threatening a nearby residential area with additional commercialization.

Long Island Rail Tours

LONG ISLAND RAIL ROAD is offering sightseers, vacationers, and camera fans a chance to visit the island's many scenic and historic attractions on low cost Saturday and Sunday escorted tours. For example:

Around Long Island, both south and north forks of the island. On arrival by train at Westhampton, you board a bus to the quaint old fishing village of Greenport, about 100 miles from New York City. After a dinner stop, take a short ferry trip to Shelter Island, then tour the area by bus. Another ferry cruise is made to the village of Sag Harbor, which dates back to the whaling industry, and you visit the Whaling Museum. After that, an 18-mile bus ride to Montauk Point and the lighthouse, built in 1795; then you return by train. Cost of the entire trip is $11.50 (children $7.50) on July 1, 15, 29; Aug. 12; Sept. 2.

Early American Tour: Visit the Old Bethpage Village restoration site, a typical rural community before the Civil War; also the Vanderbilt Museum and mansion; $8.50 ($5 for children), on June 24, July 29, Aug. 19, Sept. 23.

Famous Homes and Gardens: Visit Sagamore Hill, 23-room home and summer White House of "Teddy" Roosevelt; also the John S. Phipps mansion and garden, a fine example of Georgian architecture; $13 ($8.50 for children), including dinner at Red Coach Grill in Westbury; June 17; July 1, 22; Aug. 12; Sept. 30.

Great South Bay: A 1½ hour sightseeing cruise and a visit to Captree State Park are featured in this railroad tour. Price of $12.50 ($7.50 for children) includes luncheon: June 24; July 8, 22; Aug. 5, 18, 26.

Southampton Tour: Visit the Long Island Automotive Museum, housing nearly 100 American and foreign cars and trucks, including a Fifth Avenue double-decker bus. You also ride a bus to famous structures, including the Dune Church and the Windmill at Watermill, and the Southampton Historical Museum; $13.50 ($8 for children), including dinner: Sunday, Sept. 9.

Bridgeport Ferry Tour is a combined 150-mile land-water trip to Port Jefferson, a three-hour boat ride across Long Island Sound to Bridgeport, Conn., and return aboard the ferry boat Martha's Vineyard. Price of $13 ($8 for children) includes luncheon; July 8, 15; Aug. 5, 26.

Long Island Tour is a 300-mile day-long trip, including a visit to Riverhead and Montauk Point, with a bus tour of the Riverhead area, other East End attractions, and a photo stop at Montauk Point lighthouse; $12 ($8 for children), including luncheon: June 30; July 14, 28; Aug. 11, 25; Sept. 8.

Stony Brook—Bridgeport. Visit the scenic villiage of Stony Brook, the Carriage House of Suffolk Museum, and a boat trip to Bridgeport, Conn.: $13 ($8 for children), including luncheon; June 23, July 4, 7, 21; Aug. 4, 18; Sept. 1, 3.

Sunken Forest on Fire Island: Cruise across Great South Bay to Sailor's Haven; $11.50 ($7.50 for children); June 26; July 3, 10, 17, 24, 31; Aug. 7, 14, 21, 28.

Old Bethpage—Fire Island: Trip to Old Bethpage Village and 1½ hour sightseeing cruise on Great South Bay; $12.50 ($8 for children); June 27; July 17, 18, 25; Aug. 1, 8, 15, 22, 29.

Great South—Sagtikos Manor: Cruise of Great South Bay is topped off with visit to Sagtikos Manor, a huge mansion built in 1692, many relics of Revolutionary War period; $12 ($8 for children), including luncheon: June 28; July 5, 12, 19, 26; Aug. 2, 9, 16, 23, 30.

Montauk Point: Rail-bus tour of entire south shore of Long Island: $10.50 ($7 for children): June 10; Sept. 16, Oct. 21.

Free brochures may be had from LIRR Tour Department, Jamaica, N.Y. 11435.

INTERESTING RAILFANS No. 127

JAMES E. BRADLEY

by FREEMAN HUBBARD

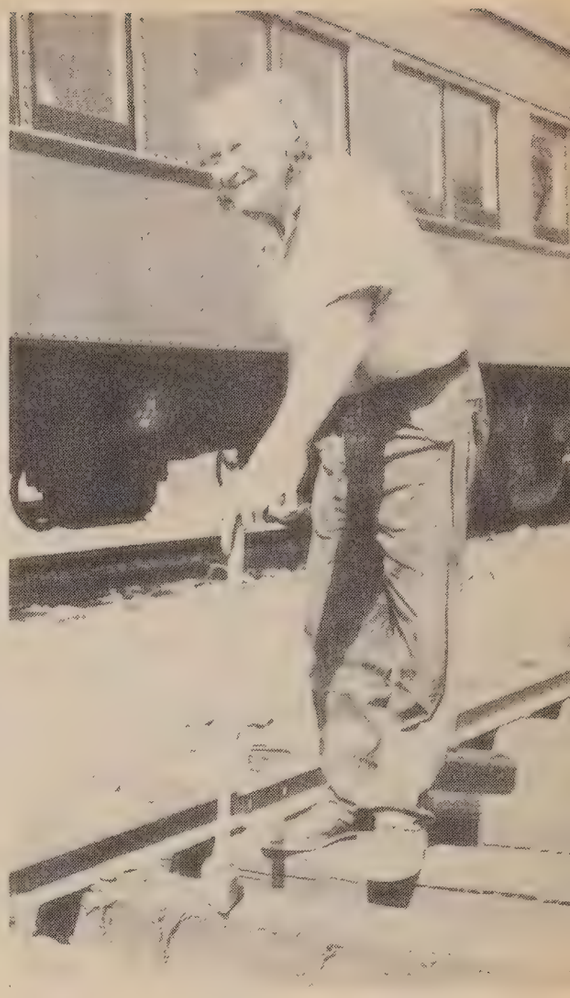
BESIDES owning a four-acre farm, a nine room house, and seven full-size old railroad passenger cars, James E. Bradley has two fascinating upstairs rooms full of HO gage equipment—175 engines and 1200 freight and passenger cars, many of which he operates. Nine slinky cats with upright tails follow him all over the place. Except for the cats, Jim lives alone in the farmhouse at 2 Bayview Heights, Stonington, Conn. 06378. Some women might like to know that he is nearly six feet tall, has a trim sturdy figure weighing 160 pounds, will be 57 this June 15th, and is still a bachelor.

Jim's antecedents include a grandfather who served as station agent at Stonington and a greatgrandfather and a greatuncle employed by the Boston & Lowell.

He was born in South Boston, Mass., in 1916. Three years later, when his brother Edward was only five days old, their father died of influenza. Thereupon the widowed mother with two small boys moved into the station agent's quarters with Jim's grandfather, thus planting the seeds of the boy's future railroad hobby.

There they lived until 1923 within sight and hearing of passing trains that trailed fleecy smoke plumes across the sky. Then Grandpa threw up his rail job and hired out to a silk machine factory, later becoming its vice president, and the widow moved her little brood into a modest apartment of their own a few yards from the New Haven main lines. Daily the wide-eyed boys watched trains go by, pulled by 1300 class Pacifics, 3300 class Mountains, and later streamlined 1400's and big 3500's.

"I well remember the small 2-6-0's, in local freight," Jim tells me. "They'd run westbound in late afternoon, via the crossover, and the engine would



A sunny day at trackside with Jim as he plays the part of a willing gandy dancer going over his private rails.

Ex-New Haven *Fox Point* in foreground heads impressive list of former Pullman cars and NH coaches on rails to nowhere.

Westbound Amtrak train the *Minute Man* pulled by Penn Central single unit diesel passes Jim's car layout at Stonington.

leave her train on track 6 and chug off to work in the freight yard. One day the engineer of No. 388, class k-1-b, let the kids ride in his cab. For me it was heaven."

Unlike most of us, Jim went to school from kindergarten through high school in the same building. One of the subjects he studied was New England poets of the late 1800's. His favorite was John Greenleaf Whittier, not because of "Snowbound," which is Whittier's greatest work, but for a lesser rhyme entitled "Conductor Bradley." That conductor was Jim's greatuncle and a family hero. Although fatally injured in a train wreck on the B&L, he stuck to his post until he collapsed. Here is part of Whittier's poem:

Conductor Bradley (always may his name
Be said with reverence!) as the swift doom came,
Smitten to death, a crushed and mangled frame,
Sank, with the brake he grasped just where he stood
To do the utmost that a brave man could,
And die, if needed, as a true man should.

Men stooped above him; women dropped their tears
On that poor wreck beyond all hopes or fears,
Lost in the strength and glory of his years.
What heard they? Lo! the ghastly lips of pain,
Dead to all thoughts save duty's, moved again:
"Put out the signals for the other train!"

O, grand, supreme endeavor! Not in vain
That last brave act of failing tongue and brain!
Freighted with life the downard rushing train,
Following the wrecked one, as wave follows wave,
Obeyed the warning which the dead lips gave.
Others he saved, himself he could not save.

Nay, the lost life was saved. He is not dead
Who in his record still the earth shall tread
With God's clear aureole shining round his head.
We bow as in the dust, with all our pride
Of virtue dwarfed the noble deed beside.
God give us grace to live as Bradley died!

"As we grew up," Jim's brother Edward recalls, "we had many opportunities to see railroad men at work. We met them on and around the trains and yards. Jim's interest was such that he could identify by its engine whistle any train approaching our town. He could tell in advance the engine's number and type and even the car numbers and the names of Pullmans."

When our hero began to get good wages as a machinist he bought the trackside farm on Bayview Heights as a home for himself and his mother; and he took care of the latter until she passed away in 1954. He has had a few romances. Psychologists might trace his failure to marry, at least in part, to the dimness of the memory of his father and his deep affection for his mother. At times, however, he wishes he had a son.

"Wouldn't want a daughter," he says, "but I still like to look at girls. Most of them are cute little devils. And I enjoy the rail-girl pictures in *Railroad*—no other publication has them. One day when a New Haven bicycle train was in Stonington I photographed it. A young lady standing nearby thought I was taking her picture and she wanted me to destroy it. I didn't, though. The train shot was too good—but I have since lost it."

Years ago, a siding by his farm joined the main track. While freights were waiting there for a clear board, Jim socialized with many crew men. Some of them—firemen and brakemen

Jim on observation platform of *Fox Point*. Interior view shows him relaxing in former plush of chaircar *Great Republic*.
Photograph by Douglas Kydd

—have since been promoted to engineers and conductors on regular runs. They still whistle greetings or wave while going by the Bradley farm, but the old passing track that used to be there is now only a memory.

"There are two spiritual dangers in not owning a farm," writes Aldo Leopold in *A Sand County Almanac*. "One is the danger of supposing that breakfast comes from the grocery, and the other that heat comes from the furnace. To avoid the first danger, one should plant a garden . . . To avoid the second, he should lay a spit of good oak on the andirons . . . and let it warm his shins while a February blizzard tosses the trees outside."

Jim has done both—and so have I in bygone days when I owned and lived on six acres of unspoiled hillside land near the Catskill Mountains; and Jim's major interest, like mine, is railroading. As passenger service declined, the New Haven left more and more of its cars to rust in the yards and eventually be cut up for scrap metal: the handsome Pullmans and new coaches of the *Merchants Limited*, the *Gilt Edge*, the *Federal*, the *Narragansett*, the *Owl*, the *Bar Harbor Express*, the *Bostonian*, the *New Yorker*, the *Knickerbocker*, and the *Yankee Clipper*.

Each time one of these cars rolled by his farmhouse, deadheading at the end of a train and marked with a huge painted "C" for condemned to the scrap heap, it really hurt Jim. He wondered if nothing could be done to save them. Why not, he thought, buy one of these relics of Americana, bring it onto his property, and restore it?

In 1962, after some negotiations, expenditure of money, and the hauling of Pullmans over the state, this goal was accomplished. Jim bought two retired parlor cars from the *Yankee Clipper*—they were the *Great Republic* and the *Stag Hound*, built for Boston-New York service. Both were in poor shape, due mostly to vandalism. Then in 1963 he acquired the *Forest Hills* and the *Philinda*, both former parlor cars converted to coaches. Next year he got two more: an observation car from the *Merchants Limited* and a sleeper named *Breslin Town*. The railroad delivered all six cars to a siding in nearby Mystic, and house-movers hauled them the rest of the way. Jim laid level a roadbed on the farm, authentic with used ties and rails. He painted the old cars with the New Haven's colors and restored their original numbers and names. Today those former queens of the rail sit immobilized on the iron that leads nowhere. You might think they were dreaming of past glory.

Scenic view from his farmhouse takes in old New Haven tracks and nearby bay.

People come from far and wide to look at this exhibit. These cars can be seen also from the windows of passing trains, from boats out in the Fisher's Island Sound, and even from planes flying overhead. Years ago Douglas Kydd of Reading, Mass., saw them several times while riding trains and was so impressed that he made a special trip to Stonington to become acquainted with Jim Bradley. They have been good friends ever since. Doug drops in for a few days now and then and gives Jim a helping hand on the cars. A more regular helper is little Mike Bessette, age 12, whose great grandfather was a New Haven engi-

neer. Mike is a very ardent railfan. Besides working all over the big cars, he likes to putter around the models indoors.

But Jim is irked when he finds strangers going through his cars while he is not around. "Most of the time I keep them locked," he complains, "but some people have even kicked in the Dutch doors. I am glad to show people through them if they will let me know beforehand that they are coming."

The factory which employed Jim moved out of town. So he went to work for a boat company and later for the Stonington Post Office as a substitute clerk and carrier. Then he purchased one more piece of rolling stock, a former Canadian National business car, wooden-bodied and open-platformed, built around 1900 but still operable. He keeps it on the Narragansett Pier Railroad at Peace Dale, R.I., not very far from his home, a six-mile line connecting Kingston with Wakefield. Last summer this car was run on an outing sponsored by the Narragansett Chapter of NRHS, of which Jim is a member. Sy Reich represented *Railroad Magazine* on that trip.

"Jim is a quiet type," says J. P. Verges, general manager of the Narragansett Pier line, "but he welcomes visitors. His door is always open to them."

Now we hear from Alvin A. Lawrence, president of the New Haven Railroad Technical Information Association (what a long name!) of which our *Interesting Railfan* is a member: "Most of us sit around and bemoan the disappearance of passenger trains. Jim Bradley doesn't merely talk. He does something about it with his own savings. I remember my delight when I first saw his cars sitting on the bluff. Shortly afterward I began corresponding with him. Still later Jim offered to host the tenth anniversary reunion of the NHRTIA. It was a double celebration, for the New Haven Railroad itself was founded on the same day of that month. Jim went out of his way to dress up his parlor cars for the occasion. Considering their high-gloss enamel and 'waxed' interiors, you know he is preserving for future generations something grand and worth remembering."

The aim of the NHRTIA is to keep the old New Haven Railroad alive and collect data on it for historians, modelers, and anyone else interested in the subject. This group held its annual meeting last year in and around Jim's cars. "It sure is great to see those cars come alive again, even if only for one day," he comments. Jim is also a member of the Branford (Conn.) Electric Railway Association.

Railfan No. 127 doesn't care for TV, mainly because of the commercials, and seldom reads books, preferring to spend much of his time outdoors. But he regularly reads our magazine, *Trains*, *Model Railroader*, *Railroad Model Craftsman* and *Extra 2200 South*, also *The National Geographic*, and he saves all of his magazines. He likes to hear soft background music while working indoors.

Jim has reddish hair and a twinkle in his green-blue eyes. He is left-handed. One day his left hand was injured while he was chain-sawing a tree, and that accident led to his early retirement. Living now on a small pension, he cannot afford to buy any more railroad cars. This he finds frustrating, for Jim's secret ambition is to increase his collection to such an extent that it will rival in popular appeal the Mystic Seaport Museum that his grandfather and two other men founded in 1921. Other obstacles to the realization of his dream are local zoning laws and a few neighbors who object to the presence of railroad equipment on his land. Jim has to pay a fairly high tax on his cars. He applied for a museum permit, but was turned down, although he knows of no law which says you can't have a museum on your own property.

"Being single," he says, "I decorate my house to suit my own taste and I have railroad models all over the place, on walls, shelves, tables, and on the floor. This collection is growing. Every time a new HO model of popular make comes out, I like to buy it."

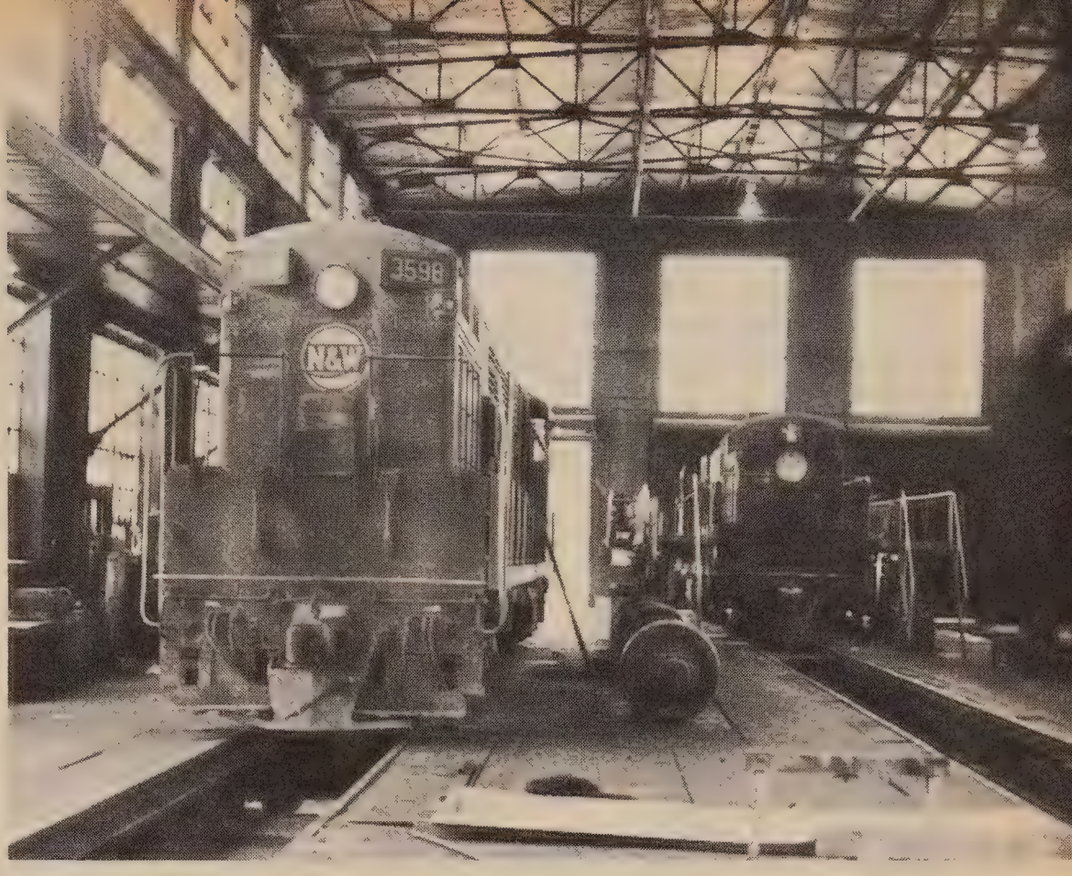
Jim cooks his own meals. He "eats almost everything except liver and shellfish," but doesn't smoke. He says he is sorry for those who use tobacco and is thankful that he never did, what with all the medical warnings against it. A genial, old-fashioned Catholic, No. 127 takes his religion seriously. He cares not for modern gadgets, is thrifty, and makes a point of utilizing boxes, bags, string, wire and other items that most people throw away.

Mrs. Herbert Greene of Ashaway, R.I., tells me: "His house overlooks the water and the boats darting in both directions. He can also see trains go by on the Penn Central main line. When he hears one coming, if it's at night, he flicks his house lights off and on to greet the crews, and they respond by honking their diesel horn. In daytime he steps outside to see which train is approaching and how many cars it has. One day I sewed some red and green flags for him to put on his motionless string of cars. Jim has a guest book. People come from all over the world and sign it. At times, school children arrive by the bus-load. Just to show you how versatile he is, Jim Bradley has just finished putting a grandfather's clock together in his spare time."

You'd never know it, as "conductor" Jim points out, but this was the former NH Pullman *Fox Point*. Car has been restored to old Shore Line glory days.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON



N&W ex-Virginian Trainmasters 3598 and 172 in diesel shops at Mullens, W. Va., June 25, '72. At the time only 7 FM-powered H-24-66's were still left on N&W.
Everett N. Young, P.O. Box 2468, Pikeville, Ky. 41501

CATCHING up after a long layoff is always tough. So much has occurred, so many changes in the world of motive power that we'll never cover them all.

My being a B&O fan undoubtedly shades my opinion, but the best thing that has happened since August, 1972 is the new Chessie System image. Striving for a better and less complicated name, C&O/B&O reached back in time to Robert R. Young's dream passenger train, C&O's "Chessies," and used the famous pussycat logo as the main focal point on the nose of its locomotives. C&O/B&O telephones are now being answered, "Chessie System," while stationery and publicity releases advance the Chessie image. Once you see the bright new paint scheme on the locomotives, you won't forget it.

EMD, approaching its 50th anniversary in September, produced the first Chessie engines, GP-40-2's 4100-4164 for the B&O. The color scheme: roof is dark (Royal) blue, extending down the sides past air intakes, dynamic brake blister and windshield; a vermillion stripe (wide) to the bottom of the cab windows, and across the top of the nose; a brilliant yellow from there to the running board around the entire engine. The frame is outlined in vermillion, with a dark blue underframe.

The first 12 engines sported silver trucks, but then dark blue trucks were used. In a publicity move, the "showpiece" unit was numbered 1977 to commemorate in advance B&O's 150th year, which will be 1977. Another unit was painted solid gold and lettered GM 50 to publicize EMD's birthday. Both it and the 1977 toured B&O's major terminals and were displayed with a string of new freight cars also displaying Chessie System schemes.

To further compound the numbering system, two units were numbered 1977. The first, built with blue trucks, is now 4100. As I write these words, the second, with silver trucks, is still running as 1977, but will become 4163. Still operating as 50, the GM unit will become 4164. As best as I can tell, 4101-4113 have silver trucks, while all other GP-40-2's are blue. The Chessie logo is unique, as the interior of the large "C" is formed into the silhouette of the familiar kitten sleeping on a pillow. A blue "C" frames a yellow cat.

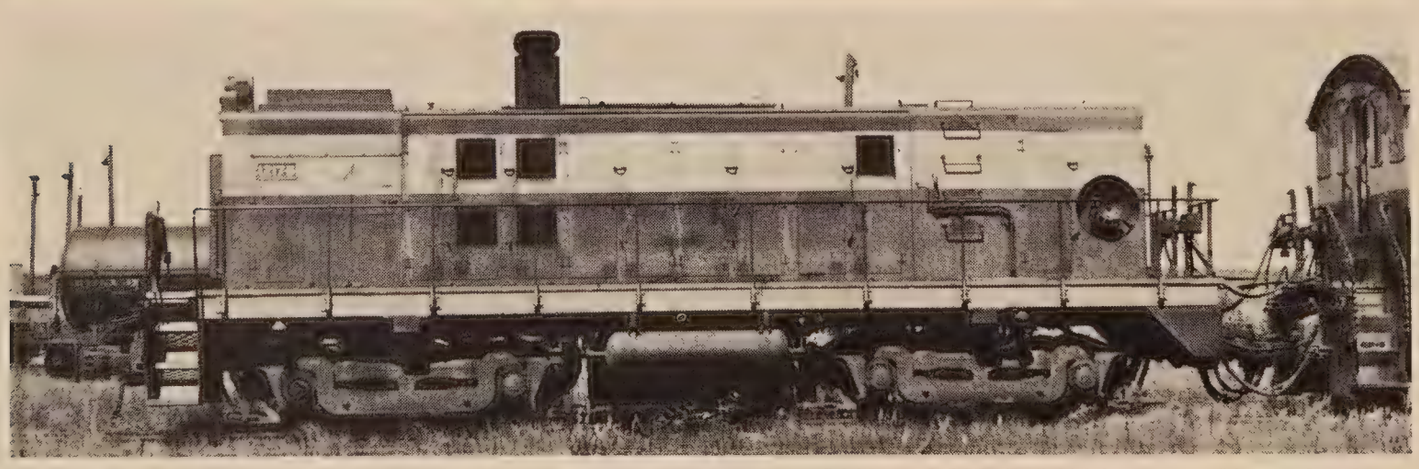
This, of course, is a radical change from the solid blue with yellow striping that B&O used recently. The once-revered Capitol dome is done for. Since the first GP-40-2's were turned out last August, a few other older diesels have been painted in Chessie colors, notably at least two GP-9's and GP-38 3804. Likewise, a few freight cars and now cabooses. Also, either in a test of silver paint or for better visibility, some older units (a GP-35, an SD-35, two F-7's, some GP-9's) have had their trucks painted silver. With use, though, the silver turns dark gray.

For its part, C&O ordered GP-40-2's painted in the same scheme. These are 4165-4185. Also, C&O ordered 15 U30B-XR's (8210-8224) in "Chessie" colors. These locomotives are painted "B&O" or C&O" in large letters on the cab sides to identify ownership.

Chessie System two-unit diesels Nos. 3827 and 3754, late in day on April 6, '73.
Collection of Jim Edmonston

TWO OTHER new schemes are Jersey Central's red and white, basically a crimson locomotive with white stripes on the nose and a white "cigar band" around the midsection, conspicuously featuring Miss Liberty and "Jersey Central Lines." The Bangor & Aroostook painted two GP-9's in a complicated medium gray, black, and silver, with orange rails and striping, and introduced a new aqua logo. Lettering and numbering are white. Unfortunately, both paintings are in limbo at this writing, as both roads halted their programs.

THE PROVIDENCE & WORCESTER, a new operation which rose out



Oliver Iron Mining diesel bovines idling in Minnesota. (top) Nos. 1201 and 1200B 1600-hp cow-calf set slumber in sun at Sherman Mine, Chisholm. Close-up at mine of No. 1200B, BLW S-8 calf, Alco S-6 calf No. 1217B, and at the (bottom) Alco SSB-9 1800-hp set Nos. 1217 and 1217B. The Olive Iron Mining Co. is a division of U.S. Steel.

Photographs by John H. Kuehl and Paul C. Hunnell

of the ashes of the old New Haven (Penn Central) line between the two New England cities, started operation with ex-Delaware & Hudson Alco RS-3's, numbering them P&W 161-165. One other ex-D&H RS-3 is working in its D&H colors; possibly it also will be added to the P&W roster. Ordered for future delivery are M-420TR's from Montreal-Worthington.

A NEW RAILROAD in Arkansas, the East Camden & Highland, operates a terminal and switching service in East Camden. For power it uses two EMD 1000-hp NW-2's and a GE 45-tonner. Complete info. and roster may be found in the Jan.-Feb. 1973 issue of *X2200 South*.

MIDWAY RAILWAY of Lockbourne, Ohio, a wholly-owned subsidiary of the Columbus & Southern Ohio Electric Co., has sold its only road engine, a rare EMD SW-600 (No. 512) to Buckeye Foundry of Columbus, Ohio. One of only 16 SW-600's ever built, the 512 was used to transfer coal loads from an N&W connection to the Pickaway County Power Plant over the perfectly-maintained right-of-way. Columbus & Southern Ohio has a GE 25-tonner (0-4-0) stationed at the power plant. Either this loco or an N&W switcher will be used to transfer what coal is used.

GENERAL ELECTRIC in an obvious answer to EMD's new "Dash-2" line, upgraded its locomotives with "30 significant improvements" and is referring to them as "XR" for "Xtra Reliable." There is no external difference in their appearance except for a small sight-glass on the right side rear of the long hood. To publicize the "new line," L&N 1499 (U-30C) was painted in black, white, and gold, with bold "XR" under the cab, and is still running in this scheme. "XR" is not a model designation, nor does GE add it to model numbers as EMD does.

The really big news from GE is the introduction of a new model, the 1800-hp U-18. It is designated as a heavy switching, hump, or branch-line unit, offered on B-B trucks. This is slightly smaller than the U-23B but otherwise looks like it. The first units are Seaboard Coast Line 300-324, already in operation.

BAD NEWS from California: Jim Marcus and Chris Manthey, 12871 Cedar Ave., Cleveland Heights, Ohio, visited the Trona (Calif.) Railway on March 3rd and learned that its four Baldwins used in road service would soon be replaced by Southern Pacific power. These include two Baldwin center-cab DT-6-6-2000's, Nos. 50 and 51, two of the very few of these monsters left. The two AS-616 Baldwin road switchers, 52 and 53, will be retained for switching. No mention was made of 80-ton GE No. 49. The two big center-cabs are headed for scrap, according to information gathered by *X2200 South*. Either one would make a fine museum piece. Anybody want a 1949 Baldwin elephant?

I HAVE NOTED with gathering alarm the rate of wrecks lately. Auto-Train lost a locomotive, U-36B No. 4004, built 12/6/71, in a pulpwood truck collision in Georgia. Reports are that in her single year of service, AT No. 4004 hit eight different obstacles! Penn Central, both freight and Amtrak passenger, likewise has had trouble. So has B&O, C&O, L&N, MP, SP, and BN, to name but a few. SP has lost SD-45T No. 9220, and a recent wreck (head-on) involving Cotton Belt SD-45 No. 9063 and SP U-25B No. 6739 at 50 mph totalled both units.

FEATURED LOCOMOTIVES for this month are Baldwin and Alco cow-and calf models, very rare indeed. First, a note of explanation of the term "cow-and-calf." This refers to a combination of a standard switcher model and a cabless "B" unit, much like the old A-B concept of road freight and passenger power.

The cow is a complete locomotive, usually a stock model, which of course could be used independently. The calf is fully dependent on the cow for its controls, otherwise it is a complete unit —that is, containing prime mover and traction motors. Control connections are by MU jumpers, just as is done when two diesel units of any style are MU'd for operation. Do not confuse calf units with slugs. The latter are simply weighted traction motors which take their electrical power from the prime mover of the locomotive connected to them. Slugs have no diesel prime movers at all.

BALDWIN LOCOMOTIVE WORKS produced nine cow-calf sets between July '51 and June '52. No model number was given to the set, but the two locomotives used were S-8 800-hp switchers. Total horsepower of the set was then 1600. Prime mover used throughout was the De La Vergne 6-cylinder 606, normally aspirated. Oliver Iron Mining of Chisholm, Minn., purchased all production models, apparently on a special order. OIM 1200 A&B-1215 are the only such sets built.

According to John Kuehl and Paul C. Hunnel of Chicago, Baldwin cow 1200 and calf 1215 are being cannibalized, but all others are still in operation. In a strange twist, Wabash, in 1961, fashioned a Baldwin cow-calf from two 1000-hp models. DS-4-4-10 No. 304 had become involved in an accident and lost its cab. Decatur Shops connected what was left to VO-1000 No. 300 and used this "home-built" cow-calf as a transfer unit for a short while in Kansas City. Both units have long since been scrappped.

Rarest of the rare in the cow-calf field are the two Alco sets operated by Oliver Iron Mining at its vast Sherman, Minn., mine complex. In October, 1956, Alco/GE produced two sets for Oliver and gave them model numbers SSB-9A and SSB-9B. The switcher models used were both 900-hp S-6's. All engines had a 6-cylinder, turbo-charged, 251 prime mover, giving the set a total of 1800 hp. Model SSB-9A are Oliver No. 1217A, 1218A, and SSB9B are OIM No. 1217B and 1218B. Both sets are still in operation and, at last report, in excellent condition.

EMD is by far the leader in the cow-calf market, producing 7 different models and combinations. I'll have to treat these as a separate feature in the future. Cow-calves may be found at the largest yards and in transfer work, for the most part in the Chicago area. EMD's production sold almost exclusively to Chicago-area roads, with the exception of SP, Southern, Union (of Pittsburgh), and Oliver Iron Mining. The C&O bought three-unit "herds," which have been separated and regrouped, and are scattered now, some operating on the B&O in Pittsburgh and Washington.

ELECTRICS are back in the news, with the specter of diesel fuel shortages. GE has produced two new E-60's for the Black Mesa & Lake Powell (a new automated coal conveyor railroad in Arizona), BM&LP 6000-01, pictured in *Railroad* last month. These are boxy and rather British-looking. They are C-C's, carried on six-wheel Adirondack trucks, like GE's six-motor diesels. Amtrak has ordered 15 GE E-60 CP's to replace aging GG-1's in Corridor service—these will be double-enders, otherwise I expect quite similar to BM&LP motors.

In other developments, the State of New Jersey has requested that all electrification in the state be converted to standard AC. Milwaukee, on the other hand, has steadily been phasing out its electrification in the Rockies and leaves but little hope for continued electrification at any point. The Southern, however, shocked a few in this area by advancing a case for electrics "South from Cincinnati" in its annual report. That would be worth seeing.

SEND all diesel news to my home, 792 Farnham Court, Cincinnati, Ohio 45240.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, No questions will be answered by mail or telephone.

1 ***What was the Royal Gorge war?***

This Donnybrook was fought between men of the Santa Fe and Denver & Rio Grande when the rival roads pushed westward from Pueblo, Colorado. A legal truce was effected after a skirmish in 1878, but in '79 there were armed conflicts. Though the U.S. Supreme Court gave D&RG the right to go ahead, the Rio Grande had to drive out its opponents by force, and two Santa Fe men were killed. Then the legal decision was reversed. Finally the Santa Fe traded its ambitions in the Gorge for several concessions, most important of which were entry into Denver and the D&RG promise not to go farther south into New Mexico.

2 ***Specifications, please, on Canadian Pacific's Jubilee locos.***

Jubilee or 4-4-4 type: Nos. 3000-3004, built in 1936, 17½x28" cylinders, 80" drivers, 300 lbs. pressure, weighed 263,000 lbs., with 26,500 lbs. of tractive effort. Nos. 2910-2929, built in 1937, with 16½x28" cylinders, 75" drivers, 300 lbs. pressure, weighed 240,000 lbs. and rated 26,000 tractive effort.

3 ***What was the Wood River Branch Railroad?***

Sometimes called the Hope Valley R.R., it was incorporated in 1872 and opened in 1874 from Hope Valley to Wood River Jct., R.I. In 1907 it had two locos and two cars, later was taken over by the New Haven.

4 ***If a railroad employee voluntarily quits his last job, can he still get benefits?***

It depends on whether or not he left work with good cause and whether or not he could receive benefits under a state law. If he voluntarily resigned without good cause, he is disqualified from receiving benefits until after he has returned to a railroad job and has earned not less than $1,000 in creditable compensation under the Railroad Unemployment Insurance Act.

5 ***Which road was the LNO&T?***

The Louisiana, New Orleans & Texas, with a main line from Memphis to New Orleans, was organized in 1884 by a merger of several smaller roads. In 1892, when it became the Yazoo & Mississippi Valley, it operated 797 miles. Now part of the Illinois Central Gulf.

6 ***Why did the balanced compound engine lose favor?***

The compound engine, no matter what its proven superiority, required more upkeep. This was particularly true of the balanced compound, which used four cylinders, two of which were inside of the frames, connected to cranks on the driver axles. Maintenance expense was relatively higher in the U.S. because of labor costs. Besides, it seemed to be against American temperament at the time to fool around with complicated machinery when simplicity did the job as well. So the compound's mechanical drawback was translated into an economic drawback, and the compound passed into virtual extinction.

7 ***Which British train was on exhibit at New York's 1939-'40 World's Fair?***

The *Coronation Scot*, operated by the London, Midland & Scottish Ry. between London and Glasgow. It's loco, No. 6220 was named the *Coronation* and was streamlined in blue with silver lines. Before going on exhibition at the Fair and afterward, the train traveled extensively in the U.S. and Canada.

8 ***Have you the words to "The Old Freight Car" by J. E. Hare?***

Yes, indeed. Here they are.

I'm an old and battered freight car
Resting in the railroad yard;
My existence is a hustle
That is mighty, mighty hard.
I have journeyed out to Frisco
I have braved the Northland's cold,
I have hauled the rich ore laden
With Nevada's yellow gold.

I have borne the grain of Kansas
And fruit of southern lands;
I have crossed the blazing deserts
And the Arizona sands:
I have journeyed into countries
That were wild alike and strange;
I have climbed the lofty Rockies;
I've been stalled on snowy range.

I have jogged far down to Mexico,
The cactus land so gay;
I have jolted to Seattle,
With headlands dark and gray.
I have gone 'way up to Michigan
For loads of lumber clear;
I've gone empty to Milwaukee
And come back full of beer.

From Maine to California,
From the mountains to the sea,
From Montreal to Vancouver
Has been a stroll for me.
In winter and in summer,
I have been upon the go;
At times my trips were rushed a bit,
At others, very slow.

Good-bye, I must be leaving;
I'll be on my way, old pard.
I hear the switcher puffing
A-comin' down the yard.
Soon they'll couple me to others,
Some as old and not so spry.
Bump! Toot! Toot! I'm going,
I'm off again, good-bye!

9 ***Where did the Hartford Eastern run?***

You might think this was a Connecticut pike. Actually, it ran in the State of Washington between Hartford and Silverton, 42 miles. Incorporated in 1915, it had one engine, a dozen passenger cars, and two freight cars. Maybe some reader can tell us when it was abandoned.

10 ***Any natural railroad tunnels?***

The Natural Tunnel on the Southern Ry. in southwestern Virginia is believed to be the only one of its kind in the world still used by a railroad. It is 100 feet high, 100 to 175 feet wide, and 1,556 feet in length.

11 ***Did the Central Vermont ever control the Southern New England Railroad?***

In no way. The SNE was incorporated in 1910 to build from a junction with the CV at Palmer, Mass., to Providence, R.I., thus giving the Grand Trunk another tidewater outlet. The CV was owned by the Grand Trunk. Work was begun in 1912, and although much grading was done—some signs of it are still evident—the project was abandoned within a few years. The main driving power behind the proposed SNE was Grand Trunk pres-

ident Hayes, whose death aboard the *Titanic* in 1912 was the primary reason for official lack of interest in finishing the road.

12 ***When was the famed Norfolk & Western class J built?***

These streamlined 4-8-4 passenger locos were built in N&W's Roanoke Shops between 1941 and 1950. As of Sept. 15, 1950, there were 14. Those built in 1942 cost about $167,000 each. Three constructed in 1950 had an estimated price tag of $275,000. The maximum drawbar horsepower of the J's was 5,028 at 41 mph, as determined by dynamometer tests. The starting tractive effort was 80,000 lbs. Loco and tender weighed about 436 tons in working order.

13 ***Info., please, on the Las Vegas & Tonopah.***

Incorporated in 1905, this road was completed from Las Vegas to Amargosa, Nev., in May, 1906; then to Beatty in October that year, and was extended to Goldfield a year later. In 1914, however, it abandoned the line from Beatty to Goldfield when it acquired a controlling interest in the Bullfrog Goldfield R.R., which also ran between these points. The following year the LV&T lost considerable money. It operated about 117 miles of track and had 11 locos and eight cars when it was abandoned about the time of World War I.

14 ***A table of historical fast runs showed that the old Burlington Zephyr on its first run from Chicago to Denver made three miles to a gallon of fuel; whereas Union Pacific's M-10001, on its trip across the continent, averaged only 1.6 miles to the gallon. How do you account for the difference?***

The *Zephyr* was a much lighter train, powered by a smaller motor. Its total tonnage was 96, and the diesel-electric was a 600-hp affair. The UP M-10001, rebuilt later as the *City of Portland*, was powered by a 900-hp motor and weighed more than 200 tons with the engine. Making allowances for the weight, therefore, the percentage of fuel burned was about the same.

15 ***When were the Atlantic Seaboard and the Great Lakes joined by rail?***

Except for the crossing of the Hudson River at Albany, N.Y., there was a continuous line of railroads from Boston to Buffalo on Lake Erie as early as December, 1842. The first unbroken route between Atlantic waters and the Great Lakes was that of the New York & Erie (now Erie Lackawanna), completed from Piermont, N.Y., on the Hudson River, to Dunkirk, N.Y., on Lake Erie, April 22, 1851, and formally opened for traffic on May 14-15 of that year.

16 ***How much contraction or expansion occurs in continuous rails, due to temperature changes?***

Lengthwise divergence in a rail one or two miles long is no greater than it is in a rail 39 feet long, or about one-third of an inch for a change in temperature of 100 degrees. The reason is that long rails are restrained from expanding and contracting by rail anchors, the spikes holding them in place, and by their frictional resistance on the tie plates and often the gripping action of the tie plate shoulders on the rail base. Unrestrained, a rail would expand or contract about one-eighth of an inch per 100 feet for each 15-degree change in temperature.

17 ***Which was the pioneer railroad of the Mississippi Valley?***

The Pontchartrain, a 5-mile line extending from the Mississippi levee at New Orleans to the shore of Lake Pontchartrain at Milneburg, La., was the valley's first railroad. Chartered January 20, 1830, it was opened for horse-power operation on April 13, 1831.

18 ***What were the specifications of Toronto, Hamilton & Buffalo Pacifics?***

Nos. 15 and 16 had 24x28" cylinders, 69" drivers, 200 lbs. pressure, and 39,700 lbs. t.f., and were built at Montreal in 1923.

19 ***What happened to the Evansville, Washington & Worthington R.R. in Indiana?***

It was never built, but the Evansville & Indianapolis emerged from a consolidation in 1885 of the old E&I (originally the Indianapolis & Evansville), the Terre Haute & Southeastern, and the Evansville, Washington & Brazil. It became part of Chicago & Eastern Illinois.

20 ***What has been done to increase the service life of crossties?***

Wood products used on the railroads are treated with a creosote, creosote coal-tar solutions, or other chemical preservatives forced into the cells of the wood under high pressure. Untreated ties last from 5 to 9 years on the average, while chemically treated ties, protected against splitting and tie-plate cutting, can be expected to last from 30 to 40 years. More than 98 percent of the crossties installed in recent years have been treated. Several roads use concrete ties experimentally.

Running Extra

Starting with the first one, I aim to list all railroads that ever operated in North America. So far I have listed about 7000, but find many lines merged with other roads down through the years. I urgently need a 1903 *Poors Manual of Railroads*. Where can I get one?—William Giles, 120 Vaughn Rd., Toronto M6C-2M2, Ont., Canada. (*Ed. Note:* Have you tried the Toronto public library?)

This may answer a question by Emerson Buel in May '73 issue. To prevent ties from splitting, the tie-maker would use a piece of strap metal, bent into an S shape and driven edgewise into the wood across the grain on tie ends. I don't think this was done to all ties, but probably only those made of timber that was prone to split.—Alex Genz, 626 Avon St., La Crosse, Wis. 54601.

When did Michigan Central introduce the steam streamliner *Mercury*?—Frank Stock, 2614 Whalen St., Hamtramck, Mich. 48212.

History wanted of the coach *Moultrie*, owned by the Georgia Northern. It is pictured in Lucius Beebe's *Mixed Train Daily*. This is not the same coach as the ex-Atlantic Coast Lines diner *Moultrie*.—Bob Hasty, P.O. Box 1179, Mt. Berry, Ga. 30149.

A short story or some doggerel around 1912 told about an old hobo who was trying to get another person to go south with him. Snatches of the lines go like this: "Say, bo, let's go south—no money? . . . Me, that's been five times around the USA and never spent a cent . . . Well, so long bo, I'm headin' south." Where can I get a copy of this verse?—Tass Waterston, 4001 Amherst, Dallas, Texas 75225.

The Pennsy sure did have Mallets, compound and simple. The 3700 2-8-8-0, HC-1s, 3397, 2-8-8-2, HH-1s. Various numbers in the 0-8-8-0, CC-1 and CC-2s, not to mention 7 or 8 ex-Norfolk & Western 2-8-8-2 370's, operated around Columbus, Ohio, during World War 2. PRR 373-378 HH-1, ex-N&W 2000, 2008, 2027, 2034, 2036, and 2046 were scrapped 1947-'8.—Ivan W. Saunders, 726 Delaware Ave., Glassport, Pa. 15045.

History wanted of railroad and equipment at Travel Town in Griffith Park, Los Angeles.—Norman Dripel, 1133 East 66th St., Inglewood, Calif. 90302.

Where can I get a book on the former Gulf, Mobile & Ohio?—Wayne Kiser, Rte. 3, Box 17-2, Union, Miss. 39365.

I want to hear from anyone who can tell me about the Worcester, Nashua & Portland R.R.—Peter White, 198 Front St., Exeter, N.H. 03833.

Can any Midwest railfan tell me about the Columbus, Hocking Valley & Toledo?—Irwin Faust, 6330 E. Colgate St., Tucson, Ariz. 85710.

Data and pix wanted of the Central New England, the Hartford & Conn. Western, the Poughkeepsie & Eastern, the Newburgh, Dutchess & Conn., and the Dutchess County. Also NYO&W info. and steam pix.—Edward J. Colgan, 85-31 Britton Ave., Elmhurst, N.Y. 11373.

I seek info. on the old Hocking Valley rolling stock and motive power, circa 1890 into 1900's.—Miss Julia Pennell, 271 W. Brighton Rd., Columbus, Ohio.

I want the history of the San Luis Central and its equipment.—Hargis Westerfield, 713-15 W. 25, Kearney, Nebraska 68847.

Sometime back, I became interested in the Oregon & Pacific, a logging line at Cammal, Pa. Starting in 1892, it was operated until 1900, when it went out of business after 7 people had been killed in a wreck. Its engine was Shay 383, built by Lima on April 4, 1891, and bought originally by Trout Run R.R. of Cammal. After being delivered, she took on the lettering "Oregon & Pacific." I need info. on her life from 1900 on. This Shay was very rare in that she had a slope-back tender.—J. L. Moore, 19 W. 3rd Ave., Warren, Pa. 16365.

Anyone know the words to the poem that goes "Off again, on again, gone again, Finnegan"?—Wm. Kerr, Rte. 1, Box 237B, Golden, Miss. 38847.

In Feb. '73 issue you said the Quebec, Montreal & Southern was purchased by Canadian Pacific in 1929. The book *Canadian National Steam Power* says CNR bought this part of the Delaware & Hudson in 1929. Who is right?—R. G. Levasseur, Hampton, N.B., Canada.

Many folk songs were written about steam railroads; are there any dealing with interurbans?—Herbert Samalman, Hotel Belvedere, 319 W. 48th St., New York, N.Y. 10036. (*Ed. note*: Steve Maguire doesn't know of any.)

Photograph in our May issue, page 6, shows Penn Central tower operator at Mansfield handing up orders to a slow mixed freight out of Crestline, Ohio, last December. It was made by Eric A. Porch, 251 Richland Avenue, Mansfield, Ohio 44901.

Have any books been written about the Boston & Maine? Are there any in the planning stage?—Scott Becker, 325 Union ve., Mamaroneck, N.Y. 10543. (*Ed. note*: Jim Crimmins, 6 Bonnie Dr., Exeter, N.H. 03833, has nearly finished writing such a book.)

Between 1945 and 1947, Lima Alco, and Baldwin built some 1200 Mikados for the French National Railways. From what American ports were those engines shipped to France? They may have been the last steamers operating in France, possibly the sturdiest of all. —Jean-Michel Leclercq, Bellevue de Plan, 01220 Divonne Les Bains.

Some time ago I saw a booklet entitled *Famous Steam Passenger Trains of Yesterday*, but failed to buy it. Anyone know where one is available?—Robert Misky, 3812 Williamson, Saginaw, Mich. 48601.

I am a former dispatcher on the Ferrocarriles Occidentales de Cuba (Western Railroad of Cuba) and need pix of Cuban railroads.—Alberto Montero, 432 Allen Ave., Glendale, Calif. 91202.

American Legion Magazine, Feb. '73, told about the Corliss stationary steam engine at the Philadelphia Centennial in 1876. After the Exposition was over, Pullman Co. purchased the engine and used her to run its shops until 1910. What finally happened to the old Corliss? Were some of her working parts ever used on locomotives?—George Pinkley, 1016 N. Church St., Gibson City, Ill. 60936.

Background history wanted on Union Pacific Consolidations 437 and 440. The 437 is out in the open on the Nebraska State Fair Grounds, while the 440 is at the Stuhr Museum at Grand Island. Any plans for future operation?—Jim Byars, 6827 Francis, Lincoln, Nebr. 68505

Erie Lackawanna tower at South Orange, N.J., in '67 is no longer in operation.
Walter Olevsky, P.O. Box 64, Carltsadt, N.J. 07072

IN SEARCH OF STEAM

Mike Eagleson

Ex-Reading 2102 works through Jim Thorpe, Pa., over Lehigh Valley with one car on March 10, 1973 bound for Albany, N.Y., and D&H 150th anniversity fantrip.
Photograph by Michael A. Eagleson

FORMER Reading steamer 2102 is in the spotlight again, after almost a year of inactivity. The big 4-8-4 ran with one coach on March 10th from her winter storage in Lebanon, N.J., to Albany, N.Y., to be the center of attraction in the Delaware & Hudson's 150th anniversary celebration. During the ferry movement to Albany, the T-1 —owned by Steam Tours of Akron, Ohio, but now operated by the High Iron Co. of Lebanon, N.J.,—had the good luck to work freight again.

The D&H-LV pool train AM-1 on March 12th had trouble with its diesels on the 20 miles of 1½ percent grade between Carbondale, Pa., and Ararat—a chance that the big Northern was waiting for. Coupling behind the caboose, she shoved the whole train up over Ararat Mountain, proving that steam still can do an honest day's work in today's diesel railroading.

On April 8th, the same 4-8-4, now disguised as D&H No. 302, pulled a break-in fantrip from Albany to Whitehall, N.Y., and return, resplendent with D&H tender lettering and even sporting "elephant ears," typical of that road's long-scrapped 4-8-4 class. On the April 28th-29th D&H anniversary fantrip to Montreal, she was assisted by ex-Canadian Pacific 4-6-2 No. 1278, on loan from Steamtown, Bellows Falls, Vt. The latter engine also was masquerading as a D&H steamer, and the doubleheader performed well.

FOR THE FIRST time in five years, steam power will again pull the "Old Milwaukee Days" special, a half-mile circus train, on its annual 122-mile run from Baraboo, Wis., to Milwaukee on Friday, June 29th. The engine this time will be the Southern's 4501. She will roll up from Dixie to start the six-day fete whose climax will be a circus parade on July 4th. The run was handled by steam for years until 1968, when diesel power took over, but many protests finally forced a return to steam.

As usual, this celebration will be sponsored by the Jos. Schlitz Brewing Co. and the Circus World Museum at Baraboo, a museum owned and operated by the State Historical Society of Wisconsin. The 4501, photogenic with sylvan green and gold leaf, was born in 1911 at the Baldwin Works in Philadelphia and originally wore black and green with a spread-eagle up front. She will wheel a priceless cargo of 68 authentic old circus wagons, all gaily painted, on flatcars on a leisurely nine-hour trip through the countryside, starting at 6 a.m. Stops will be made in the state capital, Madison, also Oconomowoc and Wauwatosa, arriving at Milwaukee at about 2:30 p.m. Further info. may be had from Old Milwaukee Days, 735 N. Water St., Milwaukee, Wis. 53202. Phone: (414) 271-7434.

WOLFEBORO RAILROAD, a new tourist line, will operate this summer between Wolfeboro and Sanbornville, N.H., using ex-Bonhommie & Hattiesburg Southern 2-6-2 No. 250. The 12 miles of scenic right-of-way is the project of Donald E. L. Hallock, who was pictured on our cover last month.

A FORMER Southern Appalachian Railway 0-6-0T, ex-Brooklyn Eastern District Terminal No. 15, is now for sale as is and where is, in Tennessee. She is operable and in good mechanical shape. Contact Ed Bernard, Jr., 60 Union Ave., Little Ferry, N.J. 07643.

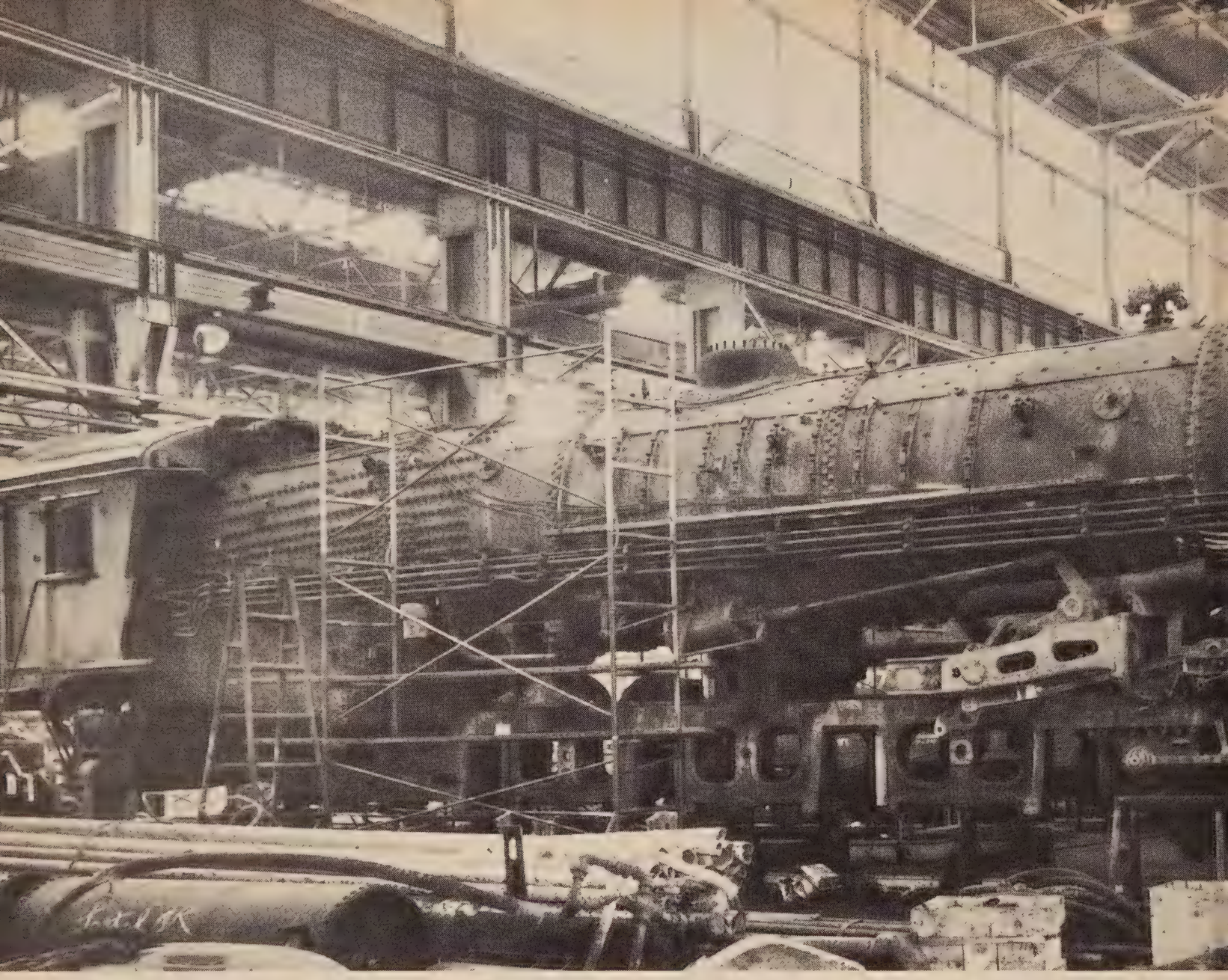
A NEW tourist road is being started by Ernest L. Sutton, 11902 N. Marlton Ave., Upper Marlboro, Md. 20870. He wants a 2-6-0, 2-6-2, 2-8-0, or 4-6-0, with passenger cars from the 1920's, to use on his proposed 4-mile steam run.

CONSTRUCTION of a new $440,000 steam railroad museum is under way in the old Northern Pacific depot in Duluth, Minn., reports Steve Glischinski, 1944 Pinehurst Ave., St. Paul, Minn. 55116. Exhibits will include NP's first steamer, the *Minnetonka*, and a Duluth, Missabe & Iron Range 2-8-8-4, No. 227.

ANOTHER new steam museum seeks a locomotive. Harold V. Brown, president of Oklahoma Athletic Hall of Fame, Box 246, Yale, Okla. 74085, is searching for a large steamer for the new museum. Headquarters are the old Santa Fe depot at Yale, Okla., which has been moved to a new location, 1½ miles southwest of Cushing. An important railway lantern collection, early Santa Fe surveying equipment, and a small saddle tanker has been promised for this permanent display.

WORK is continuing through the summer at Point St. Charles shops in Montreal on Canadian National's 4-8-2 No. 6060. Hopefully, North America's only operating Mountain type (4-8-2) will be in steam this fall for fantrips. The big U-1-f class engine will be accurately restored in her former green livery with bullet nose and cap stack and will haul a special train of all-green matching passenger cars. Leave it to the National to revive the Canadian steam legend for all North Americans, and do it right.

FORMER Sydney & Louisburg 2-6-0 No. 42 will be in steam this summer on a 12-mile excursion line on Cape Breton Island, pulling five an-



Canadian National 4-8-2 No. 6060 now being rebuilt in CN's Pt. St. Charles shops in Montreal for future railfan trips.
Photograph by Michael A. Eagleson

cient cars in the Canadian province of Nova Scotia between Sydney and Lingan. This coalburner has been kept operational by R. C. Tibbetts of Trenton, N.S., who also has other steamers, and has now been turned over to DEVCO (Cape Breton Development Corp.) for trips.

A BEAUTIFUL 2-8-2, No. 240, is busy supplying steam to a Singer Sewing Machine Co. factory in Campinas, Brazil. Owned by George Mathews, the plant's general manager, the Mikado is kept in top condition with all rods and accessories intact. The engine has an extended chimney for added draft in stationary boiler service and was bought from the Brazilian Railways.

AUSTRALIA'S New South Wales Government Railway is now totally dieselized and electrified. Last steam run was made March 2nd by "Big Boy" 4-8-4+4-8-4 Garratt No. 6042 out of Broadmeadow, N.S.W. Back in April, 1970, I photographed this class doubleheaded in coal train service. Big and noisy, they really smoked it up for my cameras. But don't fret too much. The Australian Railway Enthusiasts are quite active and the government railway is very cooperative. Steam fantrips are run regularly in Australia, and the locomotive preservation program quite extensive.

HERE'S a locomotive find which I doubt was in anyone's notebook. A small steamer was recently unearthed at Port Townsend, Wash. She had been used in building Fort Worden and somehow got buried in the foundation. She was found by men dismantling the fort. This area is now a state park, so the State Park and Recreation Department is planning to restore and display her. Our good news comes from *The Sounder*, newsletter of Puget Sound Railway Historical Assoc., Box 3801, Seattle, Wash. 98124. Who will send us a photo of this engine?

STEAM is still going strong in parts of Turkey, reports J. A. Casper, 1200 Edgewater Dr., Cleveland, Ohio 44107. On a recent trip there he discovered German 2-10-0's at Izmir, with nary a diesel in sight. Handsome 2-8-2's and small-drivered 0-8-0's also worked the radiating lines. Elsewhere, big semi-streamlined 2-10-0's from the late 1940's handle long freights, doubleheaded, through fantastic rugged scenery. Their builder: Vulcan Iron Works of Wilkes-Barre, Pa.!

AFTER 70 years of absence, a Denver, South Park and Pacific engine has returned to her home state and is now in the Colorado Railroad Museum at Golden. This 2-8-0 No. 51, built by Baldwin in 1880, through various sales eventually wound up at Rhinelander,

Wis., in a park. And down in Mexico, 2-8-0 No. 7 sat rusting away on the property of the Chihuahua Mineral Railway at Aralos in Chihuahua. She was originally a Thunder Lake Lumber Co. engine and better suited for the Wisconsin display than the Colorado steamer was. Through the efforts of the Colorado Railroad Museum and Harvey Houston, author of *Thunder Lake Narrow Gauge*, the Mexican engine was brought to Wisconsin and swapped for the former Colorado engine. This deal was a rare example of railfan interchange.

VICTORIA PACIFIC Tourist Railway now operates an ex-Alaska oil-burning 2-8-2 on a 3-mile Canadian National branch line out of Victoria, a line no longer used by CNR. Two appropriate ex-Canadian Pacific steel coaches make up the consist behind this good-looking 1929 Baldwin, reports Bert Lanning, 717 Pandora Ave., Victoria, B.C.

A THRILLING sound has come to the sandy bays and hillside villages of the Devon coastline in England, Frank Jones writes in the *Toronto Star*: the whistle of coalburning locomotives! Since the beginning of the year five steam trains a day have been huffing and puffing their way up and down the winding six-mile track between Paignton and Kingswear.

They are not merely tourist attractions. The Dart Valley Railway's old puffers earn their bread and butter by carrying commuters, schoolchildren, and housewives going shopping in Paignton. These trains are part of a revival of steam travel in Britain.

Five years ago England had only two standard-gage steam locos and a handful of narrow-gage trains operating mostly in zoos and parks. Today there are seven standard-gage and 14 narrow-gage lines running a total of 115 miles, with another 160 miles of track expected to open in the next few years.

The steam revival is fired by hard-headed business considerations as well as by nostalgia. Entrepreneurs are setting up railway companies in many parts of Britain to cash in on the steam boom. Most ambitious of them—the Severn Valley Railway—has Sir Gerald Nabarro, a handlebar-moustached Conservative member of Parliament, for its chairman. The company has sold $360,000 worth of stock, and plans to operate 50 steam locos, and antique rail cars and even provide a freight service in scenic areas near Birmingham.

The narrow-gage railways of Wales have combined their sales effort under the title The Great Little Railways of Wales. One of them alone carried 300,000 tourists last year!

JUVENILE steamfans should enjoy a new color-it-yourself book of 28 large pages entitled *Steamy*, recounting the adventures of a loco on the narrow-gage Cumbres & Toltec Railroad. It is available at $1.75 postpaid from the author, David C. Elmer, Jr., 1407 Holmes Dr., Colorado Springs, Colo. 80909. Dave is a member of the NRHS, Colorado Midland Chapter. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Guatemalan natives in dry area line up, as usual, to get water for drinking and washing from Porter-built locomotive No. 156 at Guatemala City, Feb. 22, 1971.

STEVE MAGUIRE'S

TRANSIT TOPICS

Communter car of tomorrow. Three independent braking systems are built into this 54-foot commuter car of the future now under test in Pueblo, Colo. They are: the linear induction motor itself which provides braking ability at a speed over 20 mph; air brakes or spoilers for braking at 250 mph down to a flat 150 mph; mechancial brakes which are electro-pneumatically operated disc brakes. The last are patterned after disc brakes found on late model autos.

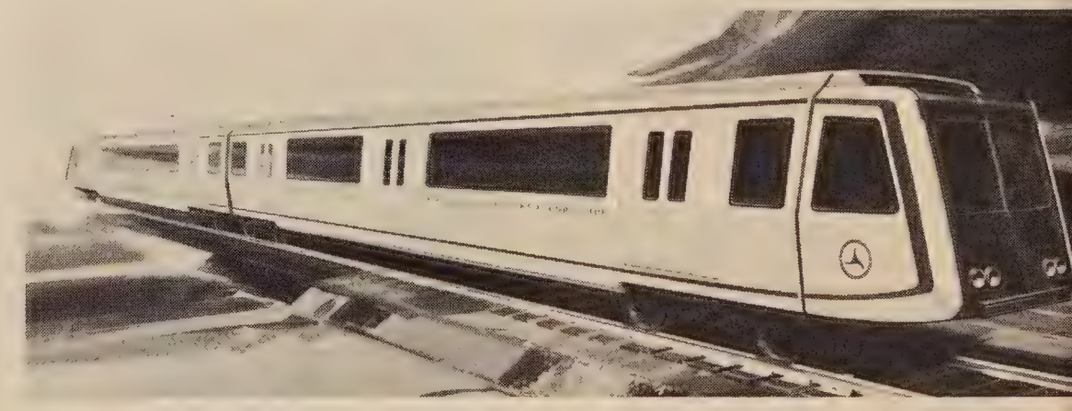
DOWN in Virginia, the old Arlington National Cemetery will have a station stop on the new Metro now being built. Construction of this station will be at Federal expense. Low bidder, D-B Construction Co. of New Market, Md., offered to build it for slightly under $6 million, whereas the Washington Metropolitan Area Transit Authority estimated a cost of about $7¼ million. The cemetery station will have two 600-foot-long side platforms under Memorial Drive between Jefferson Davis Highway and the George Washington Memorial Parkway. Escalators will carry passengers to a mezzanine below the platforms. Some 42,000 riders are expected to use the station daily in 1990.

Artist conception of Boeing Vertol Light Rail Vehicle for Boston's Mass. Bay Transportation Authority. The 71-foot MBTA cars have seats for 52 persons and can accommodate 210 passengers under peak conditions. The company is building 150 light rail vehicles for MBTA, and 80 similar cars for San Francisco's Municipal Railway Improvement Corp. Peter Witt car fans have any thoughts?

FOUR preliminary designs for Advanced Concept Train rail rapid transit cars were unveiled at an American Transit Association conference in Chicago. These designs were developed under the Department of Transportation's rapid rail vehicle and systems program. The goal of this project is to improve such cars by using advanced technology.

Elsewhere, the world's most modern rail rapid transit cars have been unveiled to the transit industry and the public just recently at the U.S. Department's high-speed ground test center near Pueblo, Colorado. Named the State-of-the-Art Cars, they represent the best of currently-available car-building technology and design. They use a solid-state chopper control system, separately excited direct current traction motors, and an alternating current auxiliary power system. Also a combination of dynamic and friction braking. The former system utilizes the car's traction motors as generators to provide smooth retardation from maximum speeds down to zero. Friction braking is provided by pneumatic tread brakes capable of providing full emergency stopping.

The 75-foot-long stainless steel cars weigh 89,000 pounds each. Their maximum design speed is 80 mph and initial



The exterior view of advanced concept train (Act-1) being proposed by Rohr of Calif. The car features welded aluminum and bonded structure. The propulsion system is based on a pulse width modulated AC induction motor concept. It is one of four design proposals for rail rapid transit cars recently submitted.

Exterior view of advanced concept train (Act-1) proposed by Vought of Texas. The car has an aluminum structure with exterior panels of vandal resistant fiberglass with power based on cyclo-inverter powering brushless DC motors.

acceleration rate is 3.0 mph/sec. The cars will be demonstrated in revenue service this year in New York, Boston, Philadelphia, Cleveland, and Chicago.

AFTER a month of full service simulation by way of pre-revenue trial operation, Bay Area Rapid Transit District opened its new 17-mile Oakland-Concord line on May 21st. Thus BARTD has now placed in service 56 miles of trackage and 26 stations. Only the scheduled September opening of trans-Bay service to San Francisco and Daly City are left to complete service of the basic 75-mile, 34-station system. The last rail transit line to Daly City, operated by the Municipal Railway of San Francisco, gave up service more than a quarter century ago.

Secretary of Transportation Claude S. Brinegar announces a $19 million grant to San Francisco to enable the City's Municipal Railway to rebuild its electrical system for subway-surface rail cars and trackless trolley coaches. The grant will be used mostly to build nine new substations and to upgrade an additional eight substations, the oldest of which was built in 1900.

A TROLLEY line for which information and/pix are being sought, this time by Joe Cain, c/o Mrs. Gummerson, 8116 4th Place West, Highland, Ind. 46322, is the Louisville Railway Co. Can any reader steer Joe to what he seeks? And Cirino Scavone, P.O. Box 1937, Tucson, Ariz. 85702, seeks pix and facts on Tucson streetcars for use in a book he is helping to write.

TWO Cleveland Transit System rapid transit trains have been held up by gunmen this year, reports Al Kleinsmith of Cleveland. In both cases the robbers took cash from the riders and motorman. In one case, 22 passengers at the East 55th Street station lost $405 to three yeggs, who fled apparently in an automobile they had parked at the exit to another station. Previously, the loot was about $105. CTS comptroller Donald Valtman recognizes the urgent need for security, but doesn't know how to pay for it.

IDENTIFICATION of a photo appearing in our April issue, page 54, comes from Maj. Frank M. Brown, Dublin, Calif. and Alan O. Marlew, Camp Hill, Pa. Both readers say the old trolley, lettered "S.P.R. Co.," was No. 3 of the Stroudsburg (Pa.) Passenger Railway and was built by Brill Co. in 1902.

SAN ANTONIO Public Service car 300, the last trolley to operate on that line, which was presented to the Texas city after its last run on April 29, 1933, has been moved from its former preservation site at Witte Memorial Museum in Brackenright Park to a downtown location at Hemisphere Plaza. So says Ed Hall, Box 37067, San Antonio, Texas 78237.

TORONTO is expected to operate one of its old Peter Witt type cars, No. 2766, this summer as a *sightseeing* trolley in special service along a downtown route from June 24 until September 1st. The car will run in a loop, south on Church Street, west on King Street, north on Spadina Avenue, and east on Queen, on weekdays from 10 a.m. to 3 p.m. and from 7 p.m. to 9 p.m. On Saturdays, Sundays, and holidays it will operate from 10 a.m. to 9 p.m. The fare and transfer privileges will be the same as on other TTC operations.

Commissioner Paul Godfrey says the return of the Witt car "could be the catalytic factor in bring people back" to the transit system. This news comes from Norman Thilmont of Toronto. TTC is considering backup cars for the old Peter Witt 2766.

In the 10 years since the city's Peter Witt fleet was immobilized most of the cars have been scrapped and a few have gone to trolley museums. Two more of the type are stored at the Ontario Science Center. These will be renovated, with one kept for sightseeing with the second eventually going to the Ontario Electric Railway Historical Society museum near Rockwood, Ontario.

Ontario Rail Association is a nonprofit group with over 300 members, mostly in the Toronto and Hamilton areas. It owns four steam locomotives and 15 vintage passenger cars, in addition to the Science Center collection. Its address is Box 64, Brampton, Ont., Canada.

Toronto Transit Commission sold 11 of its older PCC cars to San Francisco Municipal Railway, which needed them for added trackage caused by work on the Market Street trolley subway line, according to T.G.J. Gascoigne, Oshawa, Ont. We understand San Franciscans want to get ten PCC's and have advised the TTC that the need for them will be for not more than two years time after which the subway should be ready for operation.

TC's new Yonge-University subway line was opened on March 31, 1973, writes David Morgan (not the editor of *Trains* magazine), 12 Goldsmith Ave., Scarborough, Ont. MIR 2M2, Canada. The Yonge Street trolleybus line paralleling the subway will remain in operation and be extended north to Sheppard Street. April 1st saw the Kingston Road trolley line being extended from its McCaul Street 100 feet north to the Bathurst Street subway station at Floor Street. It has been renamed as the *Downtowner* line.

MONEY has been released by the U.S. Department of Transportation for the extension of Illinois Central Gulf commuter service to Park Forest South. The funds were sought by the Chicago South Suburban Mass Transit district and total $7,453,760. This grant covers two-thirds of the cost of the project. The State of Illinois earlier appropriated $3,531,848 to cover one-third of the cost.

The project includes extension of the ICG electrical commuter line from its present terminus in Richton Park to Stuenkel Road in Park Forest South, 2.14 miles, and the purchase of 15 additional Highliner commuter cars. Also included are the installation of reverse signalling between Homewood and Richton Park and the erection of a station at Stuenkel Road. Reverse signalling will permit the bi-directional operation of commuter trains over both tracks between the two communities, reports Steve Scalzo of Chicago.

FOR ITS tenth anniversary, the Texas Division of Electric Railroader's Association is sending its members a special bulletin beside its regular monthly *Short Circuit Bulletin*. Among them are a history of the trolleys of Albuquerque, N.M., and a listing of all horsecar and trolley lines known to have operated in Mexico. Except for those in Mexico City, Veracruz, and Tampico, all the lines have been abandoned. It is amazing to realize how many villages in Mexico had a horsecar or a mulecar line long ago.

"PERSONAL REASONS" were cited by Marion McAllister, age 36, for resigning from the Metropolitan Transit Authority's motorman-training program and requesting re-assignment to her former post as tower operator. When Marion became the New York program's first woman trainee last February, she was probably the world's most publicized female subway employee. Maybe some reader will tell us about the "personal reasons."

As we go to press, New Yorkers are worried over a threat to raise city transit fares from 35 to 60 cents and stop cutting the rate to senior citizens in off-peak traffic periods.

Another human-interest note was the chartering of a 10-car subway train by the Ringling Bros. and Barnum & Bailey Circus to take about 1,000 children from Queens, Brooklyn, and lower Manhattan to a performance in Madison Square Garden. A circus spokesman said that the children, ranging in age from 9 to 13, were "basically from deprived areas and ordinarily would not

NEW YORK SUBWAY CARS

don't rust away into old age but are sold for scrap to highest bidders. Demolished in the Coney Island yards, they are replaced by gleaming new equipment such as the air-conditioned R-44's pictured here.

NYCTA employee uses oxygen acetylene torch to uncover scrap from obsolete subway car. When new, car had bright yellow rattan seats and contrasting dark green interiors. Although most of the old cars are being cut down for scrap, several will be set aside for historical purposes. Each has accumulated an average of 1,600,000 miles in operation and long passed its normal service life of approximately 30 years. Some 450 of these venerable cars will be yield about 37,800,000 pounds of usable material. When the present scrapping program ends, 840 pre-WWII cars will be left.

have an opportunity to see the show."

The special train, ordinarily the A train of the IND line, had no other passengers except chaperones and members of the press. Four clowns rode with the children.

THE ORIGINAL Denver City Cable Railway powerhouse and carbarn, built in 1889 at 18th and Lawrence streets, has been purchased by a group of local investors and is being remodeled as an office building and an "Old Spaghetti Factory" restaurant, writes Charles Albi, president of the Intermountain Chapter of NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217. The chapter is preparing a historical exhibit for the restaurant and seeks information and pictures of the old

San Antonio Traction Co. 221 in long ago scene. Line folded April 29, 1933.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

Andrew Bienille, 265 Heath St. G. Toronto, Ontario, Canada

Wintry trolley wonderland. Cold weather means nothing to these streetcar fans in Toronto on Feb. 11, 1973, as they visit Toronto Transit Commission's Wychwood carbarn on excursion to view PCC's 4538 and 4536, and Peter Witt 2776.

Rochester subway fan trip, showing special car 60, on beautiful May day '56.
Stephen D. Maguire, Box 51, 1411 River Road, Belmar, N.J. 07719

building at the time it was the center of Denver's cable-car system. Especially needed is the name of the architect and data on the elevator that took cars down to a basement storage area.

WE NEED rail mass transit, not more paved highways, according to the *Asbury Park* (N.J.) *Press*, which editorializes:

Transportation Secretary Brinegar has taken over his new responsibilities with a clear view of priorities. Casting a jaundiced eye at the bulging Highway Trust Fund, he has proposed that Congress authorize the transfer of $1.1 billion from highways to mass transit uses, the money to come from the fund. This follows the line that was taken by his predecessor. John A. Volpe, regarding the fund, which is an anachronism.

It is increasingly evident that automobile traffic, because of fuel and pollution problems, may soon dwindle rather than increase. Yet the highway lobby wants to use the swollen billions in the trust fund, to build more and more paved highways, talking now about a 10,000-mile "junior interestate" system, which most states can well do without.

What the states cannot do without very long is a comprehensive system for getting people in and out of cities to suburban areas without cluttering roads and fouling the air. This means mass transit by rail.

VISITORS to Paris this year may get lost as they travel about on the Metro subway, but a quick peek in the right direction may solve their problems—if they don't get slapped in the face for their efforts. For Parisian fashion stylists have come up with a unique design for T-shirts and shorts—overprints with multi-colored graphics of the Paris Metro subway system, spanning chest or derriere. Originally, the two-piece sets were designed for beach and boardwalk wear; however, Paris girls have taken to the T-shirt as a fashion top, with the accompanying shorts, and even use them on pajamas.

FARES on rapid-transit lines in Boston, Mass., are being reduced for 90 days as an experiment to try to increase ridership during off-peak hours. Fares were cut from 25 cents to 10 cents between 10 a.m. and 1 p.m. Monday through Friday. Fares on the Massachusetts Bay Transportation Authority's South Shore extension dropped from 50 cents to 25 cents for the reduced-fare hours.

CENTENNIAL of San Francisco cable cars will be August 2nd (not 1st, as we said last month). *The Western Railroader*, from which we got the wrong date originally, now corrects it. So if you get up very early in the morning for the centennial run, be sure the date is August second.

Obituary of a Museum

ONE of the finest, the Magee Shortway Electric Railroad at Bloomsburg, Pa., has the dubious distinction of being the first operating museum to fold up. Included in the abandonment are also collections of rare old automobiles and artifacts of carpet-making.

Back in June 21, 1972, Hurricane Agnes flooded central Pennsylvania. The low-lying city of Bloomsburg on the banks of the North Branch of the Susquehanna River was especially hard hit. Not only was the entire trolley museum flooded but the Magee Carpet Co. and its other museums also were inundated.

Not long after the flooding, the heavy loss was compounded by the death of Harry Magee, head of the carpet company and of the museums. Apparently, he alone brought about the museums and kept them going. Once he had passed, the estate ended the trust under which they operated and it decided to liquidate his holdings. Thus, the Trolley Museum that had started operation in 1967 on a mile of track at Bloomsburg ran its last car, ex-Pittsburgh Railways No. 4145, last June when rising water closed the line that day. Next day, the flooding disaster ruined the tracks and immersed the cars in four feet of water. That ended the operation.

Now the public displays at Bloomsburg are gone. All cars not owned by museum supervisor Ed Blossom were sold and the track was taken up. An auction sale disposed of everything else connected with the museums. The wonderfully-restored open cars were sold for $23,000 each. One went to the Midwest Central R.R. at Mt. Prospect, Iowa, which operates but once a year, on Labor Day week-end. The other was bought by an entrepreneur near Atlantic City, N.J., who will integrate it into a commercial enterprise, removing some parts in an effort to make it resemble an old Atlantic City open trolley. Other artifacts went for smaller prices. A lesson may be learned from this unhappy event: enjoy what you can while you can.

Elsewhere, a new trolley museum has begun operation. On March 24th the Indiana Museum of Transportation and Communications, located at Noblesville (near Indianapolis), made its first run, using ex-North Shore car 172. Later on the same day, a former Chicago, Aurora & Elgin car, No. 308, also was operated for a group of fans. Ronald Jedlicka of Columbus, Ohio, who sent us this news, helped to get the IMOTAC cars in operation.

Other news about museums concerns Trolley Valhalla, Inc., that operated for a year or so at Tansboro, N.J. It had to leave that location because it could not use its option to buy the Tansboro prop-

Former Magee Shortway Electric 3 (ex-Rio de Janeiro 1758) at speed May, 1972.
Edward S. Miller, 155 Mill St., Pittston, Pa.

Powered by "steam dummy," Third Avenue El train at 8th St. passes Cooper Union, founded by loco builder Peter Cooper.

erty. Property values there have increased a lot, due to the impact of the nearby Lindenwold rapid transit line. The museum has moved to a new site near Jobstown along abandoned trackage of the Union Transportation Co., a former steam road. For info. on this museum contact Charles P. Long, Box 41, Jobstown, N.J. 08041.

Bearing in mind the demise of the Magee Trolley Museum, readers are urged to do all they can to support the museums that are still operating.

Good-bye, 3rd Avenue El!

NEW YORK's elevated railway on Third Avenue in the Bronx discontinued service on midnight, April 28th. According to Bill Ronan, chairman of the Metropolitan Transportation Authority, the 80-year-old line "has done its job well but has outlived its usefulness."

Ronan even had such unkind words for it as "a blight on the borough," saying it "must give way to modern public transportation services"—namely a 60-bus fleet, which went into operation as the el expired. He says the bus service will cut city costs drastically, from an annual $1.7 million to $445,000, for the Bronx operation. Two days after the El shut down, a spectacular fire damaged its Claremont Parkway station, a wooden structure in the Bronx.

The Bronx el line was once part of an elevated system stretching from South Ferry to 241st Street and passing within sight of the former *Railroad Magazine* office on 42nd Street. It began operations in Manhattan in 1878 and came to the Bronx in 1886; but not until 1902 did it switch from steam engines to all-electric service.

As subways and buses supplemented elevated line service, the el system began to decline. All Third Avenue El service in Manhattan ended in May 1955. Demolition of the final segment, the 5.5-mile Bronx line, will start this summer.

An illustrated feature article on the Third Avenue Elevated, written by E. Jay Quinby and Freeman Hubbard, appeared in the June '56 issue of *Railroad*. We are waiting now for Roger Arcara to complete his bookscript on all of New York's elevated lines, for which he began to assemble material long ago. It's a great subject. Such a book, if published, should have interest not only among steam and electric fans but the general public as well.

From watercolor by John Checkley

Typical Third Avenue El station.

Southbound two-car New York, Westchester & Boston train passes northbound NH m-u train near Portchester, N.Y. in '30s.
From book, *"Westchester's Forgotten Railway,"* by Roger Arcara

New Electric Publications

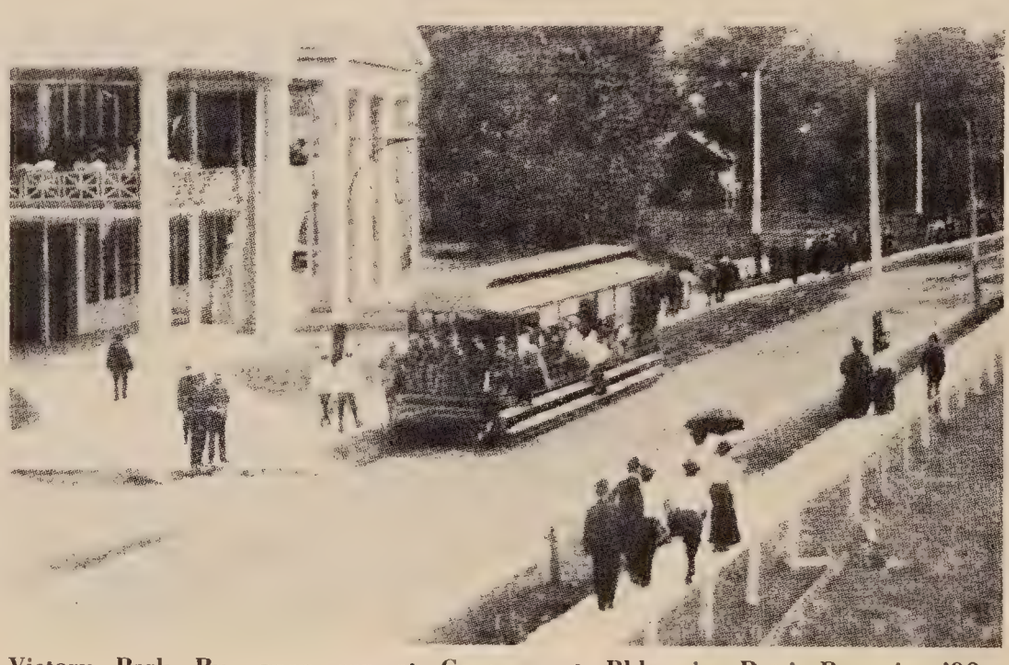
WESTCHESTER'S FORGOTTEN RAILWAY, by Roger Arcara, revised and expanded edition; history of New York, Westchester & Boston Railway; 136 pages, 8½x11", illustrated; Quadrant Press, 19 W. 44th St., New York, N.Y. 10036; $5.95.

A decade ago Roger (who later joined our *Railroad Magazine* staff) put out *Westchester's Forgotten Railway*, a history of the old NYW&B—a fast, high-capacity electric commuter line which served New York City's northern suburbs from 1912 through 1937. This book was followed by another, *When Westchester Was New*, a reprint of trade-journal articles on the same railway. Both volumes are out of print.

Now the author combines them in the present edition, adding more data and illustrations. He chronicles the rise and fall of the NYW&B, which was the first railway of mainline size designed and built for electric service right from the start rather than an electrification of an existing steam road. This work is both accurate and entertaining, with reproductions of timetables, tickets, passes, etc., plus technical information. Because the line was a subsidiary of the New York, New Haven & Hartford, the book includes an account of the latter's Harlem River branch. We predict a big sale for *Westchester's Forgotten Railway*. Thanks to Roger Arcara, it is not entirely forgotten.

A new publication, *The Street Railway Review*, is now available. Its editor, and author, Joe L. Diaz, 619 Belden Ave., Chicago, Ill. 60614, lists it as a monthly journal of model and prototype street railway, interurban, and rapid transit subjects. The first issue has several pages of model data and photos of the Chicago surface lines' Pullman streetcars and photo-stories of the New York Railways and the Port Arthur-Ft. William municipal lines of Ontario, Canada. It has 22 pages, 8½x11", and costs $1.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.



Victory Park Ry. open car at Government Bldg. in Put-in-Bay, in '90s.
Collection of Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

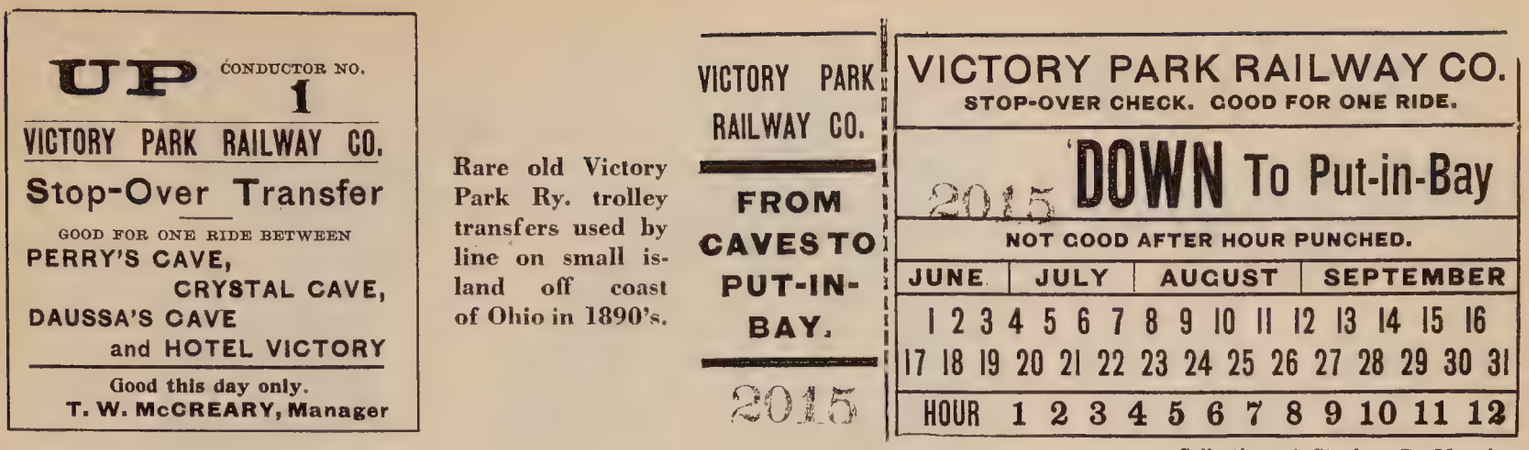
TROLLEY LINE ON A SMALL ISLAND IN LAKE ERIE

by Stephen D. Maguire

IMAGINE a two-mile trolley line built and operated on a narrow island, 4 miles long, in the middle of Lake Erie off the shore of Ohio! Such a line actually served summer tourists mainly from the Ohio mainland and neighboring states. Victory Park Railway, located on South Bass, one of a group of small islands far off the shore of Sandusky, Ohio, and close to the Canadian border; it ran from 1891 until 1914, almost fifteen years..

Although South Bass Island and main town of Put-in-Bay were little known, it is common knowledge that Commodore Oliver Hazard Perry defeated a British fleet in the Battle of Lake Erie in the War of 1812. This naval engagement was fought in Lake Erie only five miles north of South Bass Island on September 10, 1813. Commodore Perry, whose fleet had been based in South Bass Island harbor prior to the battle, later uttered the oft-quoted words, "We have met the enemy and they are ours." The victory gave its name to the trolley line.

On South Bass Island you can see an imposing monument to this battle and the peace that has endured for over 150 years since then between England and the United States. In height, the mon-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NOT GOOD AFTER HOUR PUNCHED.
JUNE JULY AUGUST SEPTEMBER
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
HOUR 1 2 3 4 5 6 7 8 9 10 11 12

Rare old Victory Park Ry. trolley transfers used by line on small island off coast of Ohio in 1890's.

Collection of Stephen D. Maguire

ument is second only to the Washington Monument in our nation's capital. Its gleaning beacon illuminates the lake at night for a radius of more than 40 miles.

For some years after the Battle of Lake Erie, the South Bass Island was practically deserted. But in 1848 a Puerto Rican sugar merchant named Joseph de Rivera purchased it, along with several nearby islands, intending to raise sheep there. However, his first work was to clear the desolate island of rattlesnakes, after which he brought in a load of hogs, but not sheep.

Later, incoming settlers founded a village beside the harbor and named it Put-in-Bay. Soon summer visitors began flocking there. New hotels and businesses were built to handle the trade and large lake steamers from Cleveland, Toledo, and Detroit made regular stops at the island.

In 1890 a promoter, J. K. Tillotson, erected a large hotel on the south end of the island nearly two miles from the now-bustling town of Put-in-Bay that lay along the harbor and had regular boat landings. Previously, Tillotson had been involved in building trolley lines at Birmingham, Ala.; San Antonio, Texas, and Appleton, Wisconsin. Little wonder then, that he decided to create a streetcar route connecting his large hotel and its park and golf courses with nearby Put-in-Bay.

When finished, the two-mile line ran along the north side of the main street, Catawba Avenue, from the town's old dock, past the post office, Town Hall, general store, and other business places to the village limits. Beyond, it passed some caves, one of the island's attractions. On the left were Mammoth and Crystal caves and on the right was Perry's cave where Admiral Perry had made his headquarters. These were such popular sights along the trolley line that stopover transfers were given to passengers who wanted to see the caves and then continue their trip. This came about because the riders who had paid a ten-cent fare found they had hardly gotten seated before the trolley was at the caves and they objected to paying another dime to get to the hotel. That was understandable.

After leaving the caves, the car rolled by the old cemetery and turned to the right off Catawba Avenue, passing the car barn, and then it turned left to run up on private way to Victory Hill and the rear of the hotel grounds, finally stopping at Hotel Victory.

Four big open trolleys started the line's service. Numbered 1 to 4, they were built by Thompson-Houston Car Co. Later on, four open trailers were also bought; but in 1896 the hotel and trolley line went into receivership. In 1901 the trailers were sold. One went to the Toledo, Bowling Green & Northern line and the other three to the Toledo & Western Railway.

Hotel Victory and its trolley company turned out to be a "white elephant." Even though the hotel catered to high society and members of nobility who occasionally visited it, the short summer season on Lake Erie kept down the profits. It was sold several times in the early 1900's. Then in 1916 Studebaker Corp. bought the hotel and trolley line. Later that year the hotel was sold again. New owners abandoned trolley service when falling red and gold leaves marked the end of the 1916 season.

The father of Clarke Frye, 16462 Blaine Drive, Fontana, Calif. 92335, ran a store on the island and Clarke spent some time there. The son recalls that the last time he saw the four open trolleys was in 1918, his final visit to the island. At that time they were standing in front of the old barns.

About 30 years ago Joseph Galloway of Toledo, Ohio, visited the island, and he found that the Victory Hotel had burned down in 1939 and rattlesnakes had returned to the location. We do not know the condition of South Bass Island today. Maybe some reader will tell us. No doubt the worsening pollution of Lake Erie water has seriously harmed Commodore Perry's former base as a vacation resort. ●

Victory Park Ry. open car No. 3 near Hotel Victory at Put-in-Bay about 1900.
Photograph from Joseph Galloway, Toledo, Ohio

THE NEW FIREMAN

by

FREDERICK SCHNEIDER
Ex-Locomotive Engineer, Illinois Terminal Railroad

THE HANDS of the standard clock on the wall over the engine dispatcher's desk pointed to 3:40 as big Hank Gilman, with straw-colored hair and eyes as blue as the sea, strode into the office. Setting his heavy bag on the floor, he compared his watch with the clock and then signed the register book.

Grayheaded Pete Dorcey, who had been dispatching engine crews for thirty years at River Falls, the western terminal of the Pacific & Northwestern's Black Mountain Division, watched the proceedings from under his green eyeshade, a faint smile on his deeply-lined face.

"Your engine's not in yet, Gilman," he said. "Take it easy while you can. I've got to double Pepper Jennings back when he gets here and he'll be madder than hell, so this trip won't be much fun."

Hank's face was thoughtful.

"What engine are we getting?"

"The 5370."

"At least she's a steamer," Hank said.

Pete chuckled. "You're a strange one. All the other firemen on this division yell when they get steam. You actually like it."

"I do. Steamers have something that the diesels don't."

Pete nodded. He had liked the big fireman ever since he put the name Gilman on the extra board. It had come as no surprise when George Harper, the road foreman of engines, had told him to call Hank for any service required. He had heard snide comments from some older heads when they saw Gilman's name on the extra passenger list or being used as an outside hostler. In the four months Hank had worked on the division he never missed a call nor grumbled about his work.

"Whatever brought you to this Godforsaken place, Hank?" Pete asked casually. It was hard to understand why a man of such calibre would choose to bury himself at River Falls.

"I needed a job, and here is where the work was," he said evasively.

"You could have gone to the Valley Division. It's all diesel there."

Hank shrugged. Pete wanted to continue the conversation but was stopped by the slamming of the office door, followed by a growl and the clomp of feet. Pepper Jennings had arrived.

Hank was tall; but Pepper was huge, nearly six foot three and weighing close to 240 pounds, and had the disposition of a mad bobcat. Paying no attention to Hank, who stepped aside as the burly engineer came up to the counter, Pepper Jennings surveyed the board.

"Helen damnation," he exploded, "I just came in and you've got me marked up for 204, the eastbound hotshot. What's the matter with you, Pete?"

"Nothin's the matter," the engine dispatcher said, unruffled by the bluster. "You just got in and you're going right out again as soon as the 5370 is serviced."

"Like the pig's left hind tit I am," roared Jennings. "And I wouldn't take that damned oilburner anyhow."

"Listen, Pepper, you're the only hoghead with enough time to make the run. So you might as well go get your coffee and beans while the engine is on the pit."

"And if I refuse to go?"

"Then you're out of service until the road foreman puts you back. Delaying 204 won't set well with the brass collars."

JENNINGS glared. He was well aware of the consequences for refusing service. Especially when he had plenty of time before the hog law caught him.

"Who's this fireman, Gilman? Some scissorbill, I suppose."

"There he is," Pete replied, nodding toward Hank, "and he's no student."

"That's what you say," Jennings grumbled. Turning to the tow-headed man who had stood quietly at the end of the counter listening to the argument, he asked: "I suppose you've worked for half the damn roads in the country? How long you been here?"

"I've worked for only one other railroad, and I've been here four months," Hank replied, his blue eyes looking straight at Jennings.

"Nuts!" the engineer shot back. Then, again turning to the engine dis-

patcher: "All right, Pete, I'll go, but *not* on the 5370 and *not* with a green fireboy unless Harper goes along."

"What's wrong with the 5370?"

"Everything! Rides like a lumber cart and won't steam worth a damn. Thompson was firin' and if he couldn't keep her hot no one can, much less a student."

"Well, Pepper, the 5370 is all there is, so you got to take her. And you don't have a student fireman. You still want me to call Harper?"

"Dammit, I said so, didn't I?"

"Very well, that's your privilege." The engine dispatcher picked up the telephone and dialed the road foreman's number. Then he said: "Dorcey here, Mr. Harper. Engineer Jennings wants you to ride 204. Says he wants you along because of having a student fireman, Hank Gilman."

For a moment there was silence and then an explosion on the other end of the wire. The engine dispatcher grinned. "Yes, sir, I'll tell him. Goodbye."

"Well?" growled Jennings as Pete replaced the telephone in its cradle.

"Among other things, Harper told me to tell you that he was getting tired of your bellyaching and he had a lot more important things to do than ride up and down the division just to hold your hand. So now you better be getting along to the hash house while you still have time."

The overstuffed hogger slammed his fist on the counter. "All right, but if there's any delays don't come cryin' to me. Remember that." And without further comment he picked up his bag and slammed out of the office.

Pete said: "Don't pay any attention to Pepper, Hank. He's just plain ornery and everybody knows it."

"He'll feel better after he's had his dinner," the fireman responded, picking up his bag. "Be seein' you, Pete."

Hank walked out to where the 5370, a 4-8-4 oilburner, stood on the service track. Setting his bag on the ground, he climbed up and put the train number in the train indicator boxes. As he descended he noticed that several lugs on the smokebox door were hanging loose. Climbing down, he opened his bag and selected a large crescent wrench. Returning to the smokebox, he proceeded to tighten all the lugs. Small wonder the engine had been hard-steaming, with the smokebox door half open! Getting down, the fireman walked around the big locomotive, taking note of the shoes, wedges, and flanges.

"So Jennings said the engine rode like a lumber cart," he told himself. "Well, these wedges haven't been set up in months."

Taking a flange gage from his overall pocket, he checked the flanges on the drivers. All were within the limit except for the left number one, which was badly worn and sharp. Since the advent of the diesels, which had replaced the big 4-8-4 in passenger service, little attention had been given to the maintenance of steam power. As long as the engine made it from one end of the division to the other, nothing else seemed to matter. Hank hated to see good engines abused.

TOSSING his bag onto the deck, he climbed into the cab, stowed his belongings in his seatbox, and began a systematic check of water glasses, gage cocks, firebox, flues, and brick work. Placing his hand on the fuel oil tank, he noted that the oil was not hot enough for efficient atomization, so he turned on the tank heater. The 5370 did not carry such refinements as an oil temperature gage.

Adjusting the firing valve, atomizer, and blower to build up the steam pressure gradually, Hank turned on the water pump, watching the pressure gage build up. Satisfied that the pump would supply the boiler, he hosed down the cab floor and deck to get rid of the sand that the hostler had spilled while filling the sandbox. Then, shutting off the water pump, he opened the blowoff cock and blew the sludge out of the boiler. After he had again filled the boiler, this time by using each injector in turn, he climbed to the top of the tender, checked the fuel oil supply, and refilled the tank with water. Obviously, no student would have done all this.

Having finished his work, Hank returned to the cab and was busy filling out the work report when the hogger threw his grip onto the deck and climbed into the cab. Pepper Jennings glowered at the fireman but said nothing until he had stowed his bag in his seatbox. Then: "What the hell ya' sittin' there for? Get up and check the oil and water!"

"That's already been done and the tank refilled," Gilman said casually.

"Did you try the water pump an' injectors an' blow the boiler down?"

"Yes, I did."

Jennings grunted. "Don't tell me you know enough to check the firebox for leaks."

"There are two broken staybolts on the right side sheet and two superheater flues leaking around the weld. The back flash wall brick should be replaced, and I believe three superheater units are leaking."

"How would you know?" bellowed the engineer, opening the firebox door.

Hank reduced his fire to allow his engineer to examine the firebox. It was as he had said.

Jennings slammed the firebox door without comment. Grabbing the oil can from the oil tray, he climbed down to inspect the engine and to oil the guides, wedges, and valve gear. He was back in the cab in less than five minutes.

"Gimme the work report."

Hank took the pad of paper from its place on the side of the cab and handed it across to the engineer.

"What in hell is this?" he bellyached. "Who told you to make out a work report?" Running his eye down the list of defects Hank had written, he noticed the wedges and sharp flange on the left number one driver. "How would you know if there is a sharp flange on that driver? Prove it, if you can."

Reaching into the breast pocket of his overalls, Hank took out his flange gage and handed it to Jennings. "Try it," he said calmly.

"By damn, I will," roared the engineer.

Snatching the gage, he climbed down from the cab. Hank watched curiously as the engineer put the gage on the sharp flange. After trying it in two or three places, Jennings looked up at Hank and then started toward the roundhouse foreman's office.

IN A FEW minutes he was back, the foreman at his heels. Hank could hear the big fat man expounding on the inefficiency of the Mechanical Department as the roundhouse foreman checked the flange.

"That wheel will have to be turned before the engine goes much further," the foreman admitted, "but it's safe enough now. So go ahead and take her. There isn't another engine anyway, so you have no choice."

"Remember I told you about it," warned Jennings. "If anything happens it will be your hide, not mine."

"I'll remember," the roundhouse foreman said gruffly. "Now get goin'."

Jennings climbed back in the cab, tossed the flange gage to Hank, without a word, and planted his broad beam on his seatbox. He was beginning to wonder who Hank Gilman really was.

"You ready?" he growled.

"Ready," the fireman replied, opening the valve to the air-operated bell-ringer.

Jennings moved the power reverse lever to forward motion, checked to see the cylinder cocks were open, and slowly opened the throttle. The mighty oilburner began to move amid the hiss and clouds of steam. Jennings eased her out onto the roundhouse lead and on into the yard. Slowing to pick up the herder, he ran down the long ladder track to the east end, where 35 bright green boxcars and a red caboose stood adjacent to the main track. The herder lined the switch. Then Jennings backed the 4-8-4 against the train, making a perfect coupling.

While the car-knocker was cutting in the air, Hank increased his fire so as to have the full 250 pounds of steam the boiler carried.

Jennings got off his seatbox and came over to the left side of the cab. "Who told you that flange was sharp?" he asked sourly.

"The gage," said Gilman, unruffled.

"Who gave you authority to go around checking flanges? Who do you think you are—an ICC inspector?"

Hank spoke in measured tones.

"I'm no ICC inspector, but I have no desire to go into the ditch because of a bad flange, and I don't think you do either."

Before Jennings could reply, Hank, who had been sitting so as to see the rear of the train, got the apply brakes signal from the car inspector.

"Set 'em up," he said to the engineer.

Jennings lumbered back across the cab, drew off fifteen pounds of air, and lapped the automatic brake valve. At the same time he blew one long blast on the whistle. When the air had stopped discharging from the brake valve exhaust, the hogger took out his watch and checked the train-line pressure gage for an indication of leakage. Satisfied it was minimal, he drew off an additional ten pounds to insure a full release of brakes.

"Release 'em," Hank called.

Jennings returned the brake valve to running position. As the brake-pipe pressure neared the 110-pound mark on the air gage, Jennings shouted across the cab: "Where in hell is that head brakeman with the orders? We won't make Winton for 27 if he doesn't get a move on. Damn him!"

One hundred steel box-cars had been painted a bright green for the consists of both numbers 203 and 204. All had been outfitted with passenger-car trucks, and both trains were shown on the timetable as second class.

At that moment, the brakeman climbed into the cab. "Gimme them orders so we can get out of here," snapped the engineer. "Where the hell ya' been?"

The brakeman, Barney Meggs, a home guard of some twenty years, holding the run by seniority, handed the orders to the engineer and calmly took his seat behind Hank Gilman.

"The dispatcher said 27 was fifteen minutes late out of Valley Pass," he ventured.

"So what," retorted the engineer without looking up. After he had finished reading the orders, he again checked the numbers against the clearance card and handed them across the cab to his fireman.

"Damn it, ya' keep her hot! I want to make Winton for 27. Ya' hear?"

HANK merely nodded; he was busy reading the orders. There were two, both slow orders, governing stretches of track where maintenance-of-way crews were replacing ties.

The fireman consulted his watch and timetable. It was 4:50 p.m. Number 27 was due at Winton at 6:29. Even with the slow stretches of track, 204 should be in the clear at Winton by 6:10.

A highball from the herder at the east end of the yard indicated all switches had been lined. Jennings blew two long blasts on the whistle, dropped the reverse lever into the forward corner, opened the sanders, and gently moved the throttle. The 5370 began to ease forward, starting one car at a time. Looking back toward the caboose when he was sure the entire train was moving, he received a highball from the rear. As he widened on the throttle the big 4-8-4 began to pick up speed. It was 4:53 p.m.

Clearing the yard, Jennings stood up, pulled the throttle wide open, and shortened the cutoff. The 5370 began to rock; the exhaust became a steady roar. Hank got down and sanded out the flues. The steam gage hovered just under 250 pounds.

For the first seven miles to Capitan the track followed the river by a series of spiral curves and then began a laborious one percent grade to Winton, twenty miles beyond. At Winton they would stop for water and pick up the helper locomotive to assist them to Apex, the top of the divide 33 miles farther on. With any luck they should be in the clear at Winton well ahead of the arrival of 27.

The sun was setting behind the range of mountains as Gilman called out, "Clear order board," at Capitan. The operator on the station platform gave a highball as the engine thundered past. Now began the long climb to Winton. Jennings dropped the reverse lever forward as the big oilburner began to take the grade. The exhaust became labored, and No. 204 was on the hill. The next station, Fir, was twelve miles away.

For ten miles the 5370 took the grade in stride. Then, less than a mile from the west switch at Fir, the train began to slow. Jennings uttered an oath and dropped the reverse lever into the forward corner. The train kept losing speed until it dropped to a crawl. The engine began to slip and they came to a stop, like a tired runner.

Then Pepper slammed the throttle shut and applied the engine brakes. Before he could whistle out the flag, the old girl began to roll back against the train.

"What the hell!" roared the engineer, again shoving the independent brake valve to full application, but the locomotive continued to move backward until she finally came to rest, held by the set brakes on the cars. Gilman could hear the air compressors working furiously. Something was definitely wrong.

Jennings whistled out the flag, climbed off his seatbox, and went down the ladder to the ground, followed by Barney Meggs. Hank remained in the cab long enough to set a spot fire to hold a full head of steam; then he trailed the engineer and brakeman out of the cab.

As the fireman reached the ballast, he could hear the hiss of air over the throb of pumps. The pipe connecting the air pumps to the No. 1 main reservoir had broken, allowing the air to vent directly into the atmosphere. The train-line, deprived of the air supply, had slowly lost pressure. Thus allowing the brake-pipe pressure to fall, which in turn permitted the train brakes to apply.

JENNINGS came around the front of the locomotive, followed by the head brakeman.

"That does it!" yelled the engineer. "Damn useless mechanics! Now I've gotta go to Fir and get the helper to come down and pull us in. You, Gilman, stay here with the engine. Meggs, come with me."

"It won't be necessary to call for the helper if you will give me a hand," Hank said calmly.

"Damn it, just do what I tell you and don't argue," bellowed Jennings. "Come on, Meggs!"

Turning on his heel, he headed up the track toward the depot at Fir. As he did so, Gilman walked back to where the broken discharge pipe was still blowing. The break could be repaired. If Jennings hadn't been so bullheaded and had been willing to listen, he could have saved himself a two-mile walk and shortened the delay. There was also extra pay that the helper crew would collect, but the pay wasn't Hank's concern. The fireman realized that Meggs had failed to set any hand brakes. Air would soon leak off the cars, and the entire train could run away down the mountainside at break-neck speed.

Quickly he went back past the engine to the head boxcar. Climbing the ladder, he set the hand brake, then proceeded over the top to the next one. Again he set the brake and was starting for the third when "Pogo" Allen, the conductor, came up from the caboose.

"What's the trouble, Hank?" Allen had worked with the fireman on several occasions and was aware of his ability.

"Broken discharge pipe from the air pumps to the main reservoir," Hank replied. "Give me a hand with these brakes, and then we'll see what can be done about fixing the pipe."

"Where's Meggs?" Pogo asked as he scrambled up the ladder.

"Gone to Fir with Jennings."

"Can you fix the broken pipe, Hank?"

The fireman nodded quickly. "I think so. If you'll set the brakes on the cars, I'll go back to the engine for my tools."

"Go ahead!"

Hank turned and walked back over the tops of the cars until he reached the tender. There he dropped lightly onto the tank and on into the cab.

Pogo Allen, who had the sure-footedness of a monkey, loped along the catwalk with an odd hopping gait which resembled the motion of a pogo stick, hence his nickname. Quickly he set hand brakes on the next four cars. Then he returned to the engine cab, where Hank was filling the boiler with water and resetting the firing valve. Hank had turned off the air pumps and removed tools and a pipe sleeve from his bag.

After shutting off the injector, he turned to the conductor. "It'll be our luck for the helper to get out of Winton before we can get to Fir. If he does, we'll be lucky to make Castle for 27."

Pogo Allen grunted. "Why didn't Pepper try fixin' the busted pipe before yellin' for help?"

"Guess he didn't think of it. You know how he is."

"Yeh, I know. And I'll bet he wouldn't let you try anything either."

The fireman only grinned. That break, he discovered, was at a place where the pipe had been previously welded. The work had been poorly done. But workmanship was not his concern at the moment as he proceeded to clean off the old weld and paint so the sleeve would fit snugly. When he finished, he slipped the sleeve onto one end of the pipe and fitted the other into it so that the break was in the center. Then, taking a small wrench from his pocket, he tightened the bolts so as to draw the sleeve body firmly against the rubber gasket.

"Turn on the air pumps, Pogo," he called over his shoulder.

The conductor scrambled up the ladder into the cab to do just that. Soon the pumps began to throb, recharging the reservoirs and train-line. When the pumps finally settled down, Hank knew the air pressure had been restored.

"What pressure on the gages, Pogo?" he asked the conductor, who was standing in the gangway watching him.

"Hunnerd an' ten on the brake pipe an' a hunnerd an' thirty on the main reservoir," Allen replied.

"Good enough! The sleeve will hold now. Any sign of Jennings?"

"Nope, nary a sign."

"Then we may as well go and pick him up. No use waiting for him to walk back here from Fir," Hank said, gathering up his tools and climbing into the cab.

"It would serve him right if'n he had to hike all the way back to River Falls. Might get some of the orneryness outa' him," Pogo said dryly. "But let's go. I'll fire. Used to be a fireman. If I'd had the brains of a billygoat I woulda' stayed firin' instead of herdin' boxcars. I'll let off the hand brakes while we're waitin' for the flag."

HANK reached for the cord and blew four long blasts.

"Charlie Dawson is flaggin', but he won't be out far," Pogo called over his shoulder as he climbed out of the cab onto the oil tank and made his way over the tender to the head boxcar.

While Hank was waiting for the conductor to return to the cab, he again consulted his watch and timetable. It was 5:42 p.m. Number 204 had already been delayed thirty minutes. If 27 was still running fifteen minutes late and the helper hadn't left Winton, there was a chance that the dispatcher would let them go to Cragmont for the meet. But if the limited was making up time or the helper had already left Winton, they'd be put in the hole at Castle. Either way, it would bring them to Desert Springs at least an hour and twenty minutes behind schedule and all hell would break loose.

At that moment Pogo Allen climbed down from the top of the tender. "Dawson should be in by now," he said as he took the fireman's seat on the left side of the cab.

Hank Gilman, who had set the air on the train while the conductor was releasing hand brakes, now returned the automatic brake-valve handle to running position, opened the sanders, and slowly released the engine brakes. He shoved the release forward and eased the throttle open. The 5370 began to move forward, picking up one car after another until the entire train was rolling.

As the engine rounded a curve, Pogo yelled: "Pepper is about ten carlengths ahead comin' this way. He's wavin' his arms an' is madder'n' hell."

Hank reduced the throttle, allowing only enough steam to enter the cylinders to keep the train moving.

The overweight hogger awkwardly swung on. Once more in the cab, he roared like a bull.

"What in hell ya' guys think you're doin'?"

He made a lunge for the throttle, but Hank knocked his hand away.

"Damn you!" Jennings roared. "I'll break your damn neck," and he brought his fist back to hit the fireman in the face. But Pogo Allen sprang

from his seat and grabbed the burly engineer's arm before he could strike.

"That's enough, Pepper," the conductor said sharply. "Shut up an' listen. Gilman fixed the busted pipe while you were gone."

Taken by surprise, Jennings dropped his arm. Hank had stepped from the right side of the cab to the center of the deck. He intended to have room to move if he were called upon to defend himself.

"There'll be no fightin' on my train," the conductor said firmly. "Now, both of you, get back on your seats! Pepper, stop at the depot!"

The engineer glared at Pogo but did not argue. Instead, he climbed onto his box seat, opened the throttle, and then stared out of the cab window. Although he was a head taller and a good fifty to sixty pounds heavier than Pogo addition, he was the local chairman for Allen, he knew better than to openly defy him. Not that Pogo would have been much of a match against the bulky engineer, but Allen was respected both by the men and the officials. In the Brotherhood of Railroad Trainmen. Jennings was well aware of his own standing on the division.

As the engine rounded a curve, Hank could see the station at Fir. Meggs, the head brakeman, was standing on the platform talking with the operator. The order board showed red. Hank called the board. Jennings closed the throttle and applied the air. The locomotive stopped in front of the depot.

"I'll get the orders, Pepper," Pogo said, climbing down from the cab.

MOTIONING to the operator and Meggs to follow, he headed for the station. Jennings sat scowling at the conductor for a full minute and then heaved himself onto the deck and down the ladder to inspect the pipe Hank had repaired. The fireman climbed onto the tender to check the water. Finding the supply adequate, he returned to the cab. Jennings was still poking around the engine.

Hank stood in the gangway as Pogo Allen and Meggs came out of the depot with the orders. Both men climbed into the cab, followed by Jennings. Pogo handed the orders to the engineer.

"We're to take siding at Castle for 27. The helper left Winton twenty minutes ago ahead of 27 and will pick us up at Castle."

"I can read," Jennings sulked, handing the orders over to Hank and returning the brake valve to running position, so as to release the brakes on the train.

"Harper will be at Castle," Pogo went on. "He wants to know why you didn't try to fix the busted pipe yourself before calling the helper."

Jennings glared first at the conductor and then at Hank, but made no reply. Instead, he watched the air gage until it showed that the train-line was recharged and the brakes were released. He whistled off, twirled the engine brakes, and opened the throttle. Once more the train began to move.

It was now dark and the headlight lit up the cuts and trees as they wound up the mountain. As they topped a rise, the switch light at the west end of the passing track at Castle gleamed brightly in the darkness. The light showed red and the headlight picked up a figure standing by the switch stand.

"Somebody got the switch lined for the pass," Meggs shouted.

Jennings eased off on the throttle and made a brake-pipe reduction. The train slowed. Through the gloom came the white light of a lantern giving a proceed signal. Jennings answered the signal with two short blasts of his engine whistle. The big oilburner now slowed to a crawl, took the turnout, and rolled into the siding. As she passed the switch stand a figure swung on and climbed into the cab.

It was George Harper, road foreman of engines. "The helper's at the depot," he said curtly.

Jennings kept the train at a crawl until the rear end cleared the switch and Dawson had again lined it for the main and boarded the caboose. Harper and Meggs were talking earnestly. As the 5370 rounded a long curve, Hank saw the depot at Castle and the helper standing at the west end of the platform.

"The station is about twenty carlengths with the helper at the west end of the platform," he called.

Jennings closed the throttle and made a brake-pipe reduction. The engine stopped two cars behind the helper locomotive. Meggs got down and went forward to make the coupling and connect the air hoses. Pogo Allen started to follow.

"Just a minute, Pogo," the road foreman said. "I want you to hear what I have to say." Then, turning to the engineer who for once had had nothing to say since Harper had come into the cab, he asked sharply: "Now, Jennings, why did you leave your train and go to Fir to call for an engine to pull you in before attempting any repairs to the broken discharge pipe?"

Jennings scowled. "I'm no mechanic and besides I had nothing to fix it with," he said apologetically.

"Your fireman did. Didn't you know that?"

"No, I didn't."

AT THAT moment the helper coupled on. Harper walked to the gangway and waited until Meggs came out from coupling the air hoses between the engines. "Mr. Meggs, will you come up here please?"

Meggs climbed into the cab.

"Now, Mr. Meggs, will you repeat what you told me regarding the delay at Fir."

Meggs looked at Pogo, who merely nodded. "Well, like I said, when we stopped and got down we found the pipe to the main reservoir busted—"

"Who do you mean by 'we'?" Harper cut in.

"Pepper an' myself an' Gilman."

"Very well. Go ahead."

"Well, after we found the pipe, Pepper said we'd have to get another engine, that would be the helper, to pull us in, seein' as there was no brakes on our train or engine. He told Gilman to stay with the engine and told me to come with him to Fir."

"Did Mr. Gilman say anything?"

Meggs again looked at Pogo Allen. "Answer the question, Barney," Pogo said.

"Yes, he did," Meggs said slowly.

"What was it?" Harper asked.

"That there was no need to go to Fir an' call for a helper if Pepper would give him a hand, or words to that effect."

"What did Mr. Jennings say then?"

Meggs shifted one foot and then the other before he spoke. "He told Gilman to do as he said an' not to argue."

Harper looked at the engineer, whose face was now purple with rage. "Is what Mr. Meggs said true, Mr. Jennings?" he asked coldly.

"How was I to know that a student fireman knew anything about air," Jennings hedged.

"A student fireman? Have you any complaint of how Gilman performed his duties on this trip?" Harper's voice was cutting.

"No, sir," whined the engineer, "but that doesn't mean he knows anything about air or engines."

"Doesn't it?" Harper snapped. "For your information, Mr. Jennings, your so-called student was formerly assistant road foreman of engines on the Pacific & Southwestern."

Jennings opened his mouth to answer the road foreman, but kept silent.

"Furthermore," Harper went on, "by repairing the broken pipe, Mr. Gilman prevented serious delays both to this train and to 27. I will hold a full investigation into this matter when you return to River Falls."

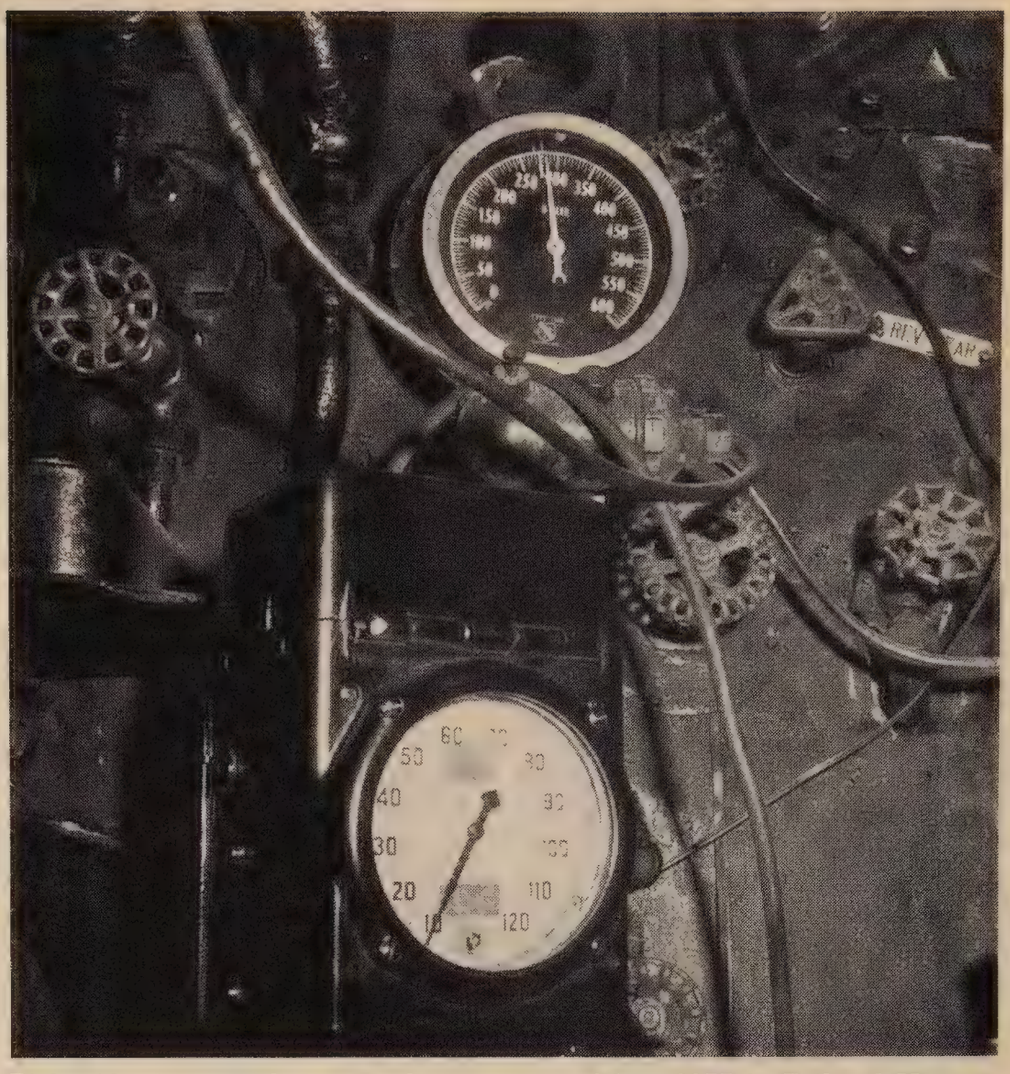
Jennings continued to sit glumly on his seatbox. As Harper ceased speaking, the wail of a diesel horn split the night air. A moment later a headlight cut the darkness as the four-unit diesel locomotive swept around a curve. Number 27 was calling for the order board. The train-order signal light changed from red to green.

Pogo Allen left the cab, followed by Harper, who remained on the depot platform to watch the limited pass and to check on the brake test by the engineer on the helper. Pogo went on into the depot. When he came out with the orders, Harper had disappeared. After handing the helper's engineer his flimsies, Pogo climbed into the cab of the 5370.

"Here's your orders, Pepper," he said. "Rights over all trains all the way to Desert Springs. Take water on the main track at Winton. Number 11 will be in the clear at Winton."

Jennings snatched the flimsies, but made no comment. With a friendly nod to Meggs and Gilman, Pogo climbed onto the tender and was making his way over the tops of the cars toward the caboose as the engineer of the helper whistled off.

THREE weeks passed. The fruit rush was beginning to get into full swing when Pepper Jennings stormed into the engine dispatcher's office. Ever since the dressing-down he had received at Castle from the road foreman and the subsequent investigation, where he had been assessed ten demerits, the overweight hogger had stayed to himself, reporting for duty at the time specified but not a minute before. The story of his encounter with Harper over the broken pipe had spread over the Black Mountain Division. Few words spoken in his defense. But today Jennings was back to being his own ornery self.



Right side view, speedometer and steam gage of loco 3977 in Railroad Museum area at Cody Park, North Platte, Neb., taken with flash on December 23, 1972.
Collection of John J. Thalken, 911 E. 5th St., North Platte, Neb. 69101

Signing the register book, he studied the board. "Who's this Baker I got for a fireman?" he growled.

"New man, first road trip. So go easy on him," Pete Dorcey replied, watching the hefty man.

"A green fireman on his first road trip? Ya' know 308 has a tight schedule. I haven't time to nursemaid some scissorbill."

"What makes you think every new man is a student?" Pete asked.

"Ya' just said it was his first road trip. Well, that makes him a student in my book," Jennings said, glaring at the engine dispatcher.

"That's what you said the day Hank Gilman fired for you on 204, but you found out different."

"All right, so Gilman was no student," Jennings admitted sourly.

"Well, you won't have to worry this trip, Pepper," Pete said. "The traveling fireman is going along."

"What are ya' talkin' about? There's no such thing as a travelin' fireman on this division."

"There is now."

"Yeh, since when?"

"Since 12:01 this morning," the dispatcher said.

"Who is it?" Jennings asked skeptically.

"Here he is now," Pete replied as the office door opened and Hank Gilman, followed by a younger man entered the office. "Pepper, meet Mr. Gilman, the new traveling fireman for the Black Mountain Division."

The engineer's jaw dropped.

Then Jennings did something so out of character that even Pete Dorcey was taken by surprise. He put out his hand to Gilman.

"Congratulations, Hank!"

Hank shook the proffered hand, saying warmly: "Thanks, Pepper."

Seeing the faint grin on Dorcey's face, Jennings bellowed: "Well, what are we standin' here for? Let's go!"

With that he picked up his bag and stomped out of the office toward the ready track where the engine for train 308 stood waiting.

Louisiana Short Lines

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Arkansas & Louisiana Missouri Railway								
10	1000	GM-EMD	NW2	B-B	74,500	?	1949	
11	1200	GM-EMD	SW7	B-B	74,500	?	1950	
12	1200	GM-EMD	SW9	B-B	74,500	?	1952	
14	1200	GM-EMD	SW9	B-B	69,700	244,500	1952	32
32	250	Plymouth	ML-8	B	15,000	60,000	1942	1
34	380	GE	44-ton	B-B	22,000	88,000	1946	2
Feliciana Eastern Railroad								
88	900	Alco	HH 900	B B	60,000	200,000	1939	3
204	1000	Alco-GE	RS-1	B B	72,000	240,000	1945	4
Helena Southwestern Railroad								
300	380	GE	44-ton	B-B	22,000	88,000	1948	
Louisiana & North West Railroad								
40-41	800	GM-EMD	SW8	B-B	57,500	230,000	1950	34
42	1000	Baldwin	VO 1000	B B	60,145	240,580	1943	5
43	1000	Baldwin	VO 1000	B-B	61,338	245,350	1945	5
44-46	1500	GM-EMD	F7A	B-B	60,025	240,100	1952	33
47	1500	GM-EMD	F7A	B-B	59,340	237,370	1950	35
Louisiana Eastern Railroad								
?	?	Whitcomb	30-ton	B	15,000	60,000	1930	6
?	?	GE	65-ton	B-B	32,500	130,000	?	7
?	?	GE	65-ton	B-B	32,500	130,000	?	8
Two units	?	Plymouth	80-ton	?	?	160,000	?	9
?	600	GM-EMD	SW1	B-B	49,500	199,500	1940	10
Louisiana Midland Railway								
10	1200	GM EMD	SW7	B-B	60,958	243,830	1951	11
11	600	GM-EMD	SW1	B-B	49,500	198,000	1952	21
12	800	GM-EMD	SW8	B-B	56,378	228,840	1953	22
206	600	GM-EMC	SW	B-B	60,000	200,000	1937	13
356	600	GM-EMD	SW1	B B	49,500	199,500	1940	12
Louisiana Southern Railway								
1	300	GE	45-ton	B-B	22,500	90,000	1941	14
501	300	GE	45-ton	B-B	22,500	90,000	1941	15
502	300	GE	45-ton	B-B	22,500	90,000	1941	14
503	?	Whitcomb	65-ton	B-B	37,500	130,000	?	36
504-505	500	GE	80-ton	B-B	48,750	162,500	1939	16
Natchez, Urania & Ruston Railway								
10	150	GE	25-ton	B	12,500	50,000	1944	37
New Orleans & Lower Coast Railroad								
1650	165	Plymouth	JDT-18	B	9,000	36,000	1957	17
3002	100	Plymouth	JLA-12	B	6,000	24,000	1935	18
3003	165	Plymouth	JDT-18	B	9,000	36,000	1957	17
6604-6606	660	Alco-GE	S1	B-B	59,400	198,000	1947	19
9013-9015	660	Alco-GE	S1	B-B	59,400	198,000	1947	19
New Orleans Public Belt Railroad								
31 33	900	Baldwin	VO 900	B-B	73,800	246,000	1937	
41	660	Baldwin	VO 660	B-B	59,370	197,900	1941	
42-43	660	Baldwin	VO 660	B-B	59,370	196,600	1949	38
44-46	660	BW	DS 4-4-660	B-B	59-976	197,900	1942	
47-49	660	BW	DS 4-4-660	B-B	58,980	199,920	1946	
50-51	800	BLHW	S-8	B-B	59,460	198,200	1951	40
61-62	1200	BLHW	S-12	B-B	72,210	240,700	1955	39
71-72	1200	GM-EMD	SW1200	B-B	60,950	237,410	1957	
101-106	1000	GM-EMD	SW1000	B-B	?	?	1971	
151-152	1500	GM EMD	SW1500	B-B	?	?	1971	
153	1500	GM EMD	SW1500	B-B	?	?	1971	
South Shore Railway								
11	600	GM-EMD	SW1	B-B	49,500	198,000	1952	21
12	800	GM-EMD	SW8	B-B	57,500	230,000	1953	22
206,208	600	GM-EMC	SW	B-B	60,000	200,000	1937	23
Texas Pacific-Missouri Pacific Terminal RR. of New Orleans								
3	660	Alco GE	S1	B-B	59,850	199,500	1940	30
4	660	Alco GE	S1	B-B	59,400	198,000	1941	31
11-12	1000	Alco-GE	S2	B-B	69,000	230,000	1948	27
13-14	1000	Alco-GE	S2	B-B	69,000	230,000	1948	27
21	1500	Alco-GE	RS-2	B-B	61,185	244,740	1948	28
22	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	24
23	1500	Alco-GE	RS-2	B-B	62,500	250,000	1949	25
24	1600	Alco	RS-3	B-B	61,185	244,740	1956	29
848-849	1500	GM-EMD	F7A	B-B	60,325	241,300	1950	26
956	1500	Alco-GE	RS-2	B-B	61,185	244,740	1948	28
957	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	24
958	1500	Alco-GE	RS-2	B-B	62,500	250,000	1949	25
959	1600	Alco	RS-3	B-B	61,185	244,740	1956	29
1057-1058	1000	Alco-GE	S2	B-B	69,000	230,000	1948	27
1059-1060	1000	Alco-GE	S2	B-B	69,000	230,000	1948	27
1061	1500	Alco GE	RS-2	B-B	61,185	244,740	1948	28
1071	1600	Alco	RS-3	B-B	61,185	244,740	1956	29
6602	660	Alco-GE	S1	B-B	59,850	199,500	1940	30
6603	660	Alco-GE	S1	B-B	59,400	198,000	1941	31

Notes on Louisiana Short Lines

Roster is based on data from Dixie Sand & Gravel; IGG's gen. supt. motive power; SOU's vice pres.; NL&G's supt.; WP's chief mechanical officer; Chrome Crankshaft; A&S' mechanical supt.; and TP-MP's asst. vice pres.-engineering. This roster is accurate as of the first quarter, 1973. For our rosters, a short line is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMC, General Motors-Electro Motive Corp.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse. Weight and tractive effort in pounds.

(1) A&LM 32 was originally U.S. Army 7576, then A&LM 32, then sold to Monroe Sand & Gravel, renumbered 32.

(2) A&LM 34 was originally Laurinburg & Southern 100, then Monroe Sand & Gravel 100, then A&LM 34.

(3) FE 88 was originally Birmingham Southern 50, than BS 88, then Birmingham Rail & Locomotive 88 (10/61), then FE 88.

(4) FE 204 was originally Minneapolis & St. Louis 1144, then M&SL 204, then FE 204.

(5) L&NW 42-43 were originally St. Louis-Southwestern 1005, 1009; then L&NW 42-43 (4/63). L&NW 42 was sold to Georgetown Railroad for parts (5/67). L&NW 43 was sold to the Georgetown, renumbered 1004 (1/67).

(6) LE ? was built for the Ettrick Railroad and acquired by the LE from the U.S. Navy.

(7) LE ? came from the U.S. Army.

(8) LE ? came from the U.S. Navy.

(9) LE ? and ? are diesel-hydraulics and came from Inland Steel.

(10) LE ? was originally Delaware, Lackawanna & Western 437, then Erie Lackawanna 359, then Preston W. Duffy 359, then LE ?.

(11) LM 10 was sold to Illinois Central, renumbered 236 (11/24/67); then inherited by Illinois Central Gulf, renumbered 236.

(12) LM 356 was originally DL&W 434, then EL 356, then LM 356 (1963), then Dixie Sand & Gravel 356, then George R. Silcott 356.

(13) LM 206 was originally Elgin, Joliet & Eastern 206, then SS 206, then LM 206, then Empire Coke Co. 206.

(14) LS 1 was renumbered LS 502, then sold to New Orleans & North Eastern, and renumbered 6841. Scrapped (1971).

(15) LS 501 was sold to Pacolet Manufacturing Co.

(16) LS 504-505 were originally Northeast Oklahoma 253-254; then LS 504-505 (10/49); then sold to Chatham Steel. CS 504 being used for parts.

(17) NO&LC 3003 renumbered NO&LC 1650.

(18) NO&LC 3002 was sold to T.P. Thompson Co. (4/3/59).

(19) NO&LC 9013-9015 were renumbered NO&LC 6604-6606; then sold to George R. Silcott, renumbered 6604-6606 (3/28/63, 4/4/63, 3/28/63), then sold to Brooklyn Eastern District Terminal, renumbered 22-24 (3/63).

(20) NOUPT 2 was sold to Preston W. Duffy & Son (1964); then to Jones & Laughin Steel, renumbered 101.

(21) LM 11 was sold to the SS, renumbered 11, then sold to Monroe Sand & Gravel.

(22) SS12 was sold to the LM, renumbered 12; then sold to IC, renumbered 802 (6/22/67); then inherited by ICG, renumbered 802.

(23) EJ&E 206, 208 were sold to the SS, renumbered 206, 208 (8/13/55, 6/10/55); SS 206 was sold to the LM, renumbered 206; then sold to Empire Coke Co., renumebered 206.

(24) TP-MP 22 was renumbered TP-MP 957, then was sold to Precision Engineering, renumbered 957 (8/5/67); then was sold to Peabody Coal Co., assigned no number.

(25) TP-MP 23 was renumbered TP-MP 958, then sold to Precision Engineering, renumbered 958 (8/5/67); then sold to Alton & Southern, renumbered 33 (2nd); then was scrapped (10/67).

(26) TP-MP 848-849 were originally Denver & Rio Grande Western 5684, 5694; then Precision Engineering 5684, 5694; then TP-MP 848-849 (8/7/67). TP-MP 849 was sold to GM-EMD in trade for new MP power (3/23/72).

(27) TP-MP 11-14 renumbered TP-MP 1057-1060. TP-MP 1057 was sold to George R. Silcott, renumbered 1057 (2/10/67); then sold to Washington-Western Ry., renumbered 1057; then sold to Standard Gravel. TP-MP 1058 was sold to Preston W. Duffy & Son, renumbered 1058 (1/25/67); then sold to Tidewater Southern, renumbered 744 (1st); then was traded to Western Pacific, renumbered 554 (2nd) (7/7/69); then sold to Chrome Crankshaft, renumbered 554; then scrapped (10/71). TP-MP 1059-1060 were sold to Agrico Chemical Co., renumbered 10-11 (9/19/66).

(28) TP-MP 21 renumbered TP-MP 956, then repowered with GM-EMD diesels to 1200 hp, renumbered TP-MP 1061 (8/65).

(29) TP-MP 24 renumbered TP-MP 959, then repowered with GM-EMD diesels to 1200 hp, renumbered 1071 (9/66).

(30) TP-MP 3 renumbered TP-MP 6602, then scrapped (9/20/66).

(31) TP-MP 4 renumbered TP-MP 6603, then sold to George R. Silcott, renumbered 6603 (2/10/67); then sold to Precision Engineering, renumbered 6603; then sold to Reico, renumbered 6603; then sold to John Morrell & Co., renumbered 6603.

New Orleans Terminal Company								
2332-2335	1500	GM-EMD	SW1500	B-B	63,200	252,800	1969	
New Orleans Union Passenger Terminal								
1-3	800	GM-EMD	SW8	B-B	56,500	230,000	1953	20
North Louisiana & Gulf Railroad								
37-38	800	GM-EMD	SW8	B-B	69,000	230,000	1953	
39-40	800	GM-EMD	SW8	B-B	69,000	230,000	1950	34
101	600	GE	70-ton	B-B	41,300	140,000	1950	41
102	600	GE	70-ton	B-B	41,300	140,000	1950	42
103	600	GE	70-ton	B-B	41,300	140,000	1950	41
104	600	GE	70-ton	B-B	41,300	140,000	1954	43

Duluth, Missabe & Iron Range Railway

Locomotive roster compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Arngt. Wheel	Tractive Effort	Weight	Date	Notes
DS-1	11-25	1200	GM-EMD	SW9	B-B	62,000	246,660	1953	1
RS-5	50-55	2400	Alco Pr.	RSD-15	C-C	96,530	386,100	1959	3
RS-1	101-109	1750	GM-EMD	SD9	C-C	96,750	387,000	1956	2
RS-1	110	1750	GM-EMD	SD9	C-C	96,750	387,000	1955	2,4
RS-2	111-128	1750	GM-EMD	SD9	C-C	96,750	387,000	1957	5
RS-2	129-130	1750	GM-EMD	SD9	C-C	96,750	387,000	1957	
RS-3	131-158	1750	GM-EMD	SD9	C-C	96,750	387,000	1958	6
RS-4	159-174	1750	GM-EMD	SD9	C-C	96,750	387,000	1959	7
RS-6	175-193	1800	GM-EMD	SD18	C-C	96,750	387,000	1960	7
RS-7	201-208	2000	GM-EMD	SD38AC	C-C	96,750	387,000	1971	

Roster is based on data from DM&IR's supt. of motive power and cars, Union's chief mechanical officer, EJ&E's supt. of motive power, B&LE's supt. of Locomotive Dept., and CC's supt. of operations. It is accurate as of Jan. 24, 1973. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco Pr., Alco Products. Tractive effort and weight are in pounds.

(1) 11, 14 sold to GM-EMD (5/58), then to Carbon County Railway, renumbered 1201-1202. Nos. 12, 17, 18, 20, 21, 22 sold to GM-EMD (1/60), then to Union Railroad, renumbered 563-568. Nos. 24-25 sold to Chicago Short Line, renumbered 24-25 (5/62); then sold to Great Lakes Steel Div. of National Steel, renumbered 56-57 (1970). Nos. 13, 15, 16, 19, 23 were leased to Union Railroad, renumbered 569-573 (1963).

(2) 101-103 sold to B&LE, renumbered 826-828. Nos. 104, 106, 109, 110 were leased to B&LE, renumbered 829-830, 832, 831 (1967). 105, 107-108 leased to Elgin, Joliet & Eastern, renumbered 603-605 (2/68).

(3) 50-55 sold to Bessemer & Lake Erie, renumbered 881-886 (1/64). B&LE 881-882, 885-886 sold to Cartier Railway. B&LE 883-884 leased to Cartier Railway.

(4) 110 was originally GM-EMD demonstrator 5591, then DM&IR 110.

(5) 113-114 leased to B&LE, renumbered 833-834 (1968). 119, 122-123 leased to B&LE, renumbered 835-837 (1971). 121, 127 leased to EJ&E, renumbered 611, 606 (2/68).

(6) 136, 140-141, 146, 148 sold to B&LE, renumbered 821-825 (1964). 131, 137, 151 leased to B&LE, renumbered 838-840 (1971). 133, 135, 147, 154 leased to EJ&E, renumbered 607-610 (1/71, 10/71, 10/71, 10/71).

(7) 163 rebuilt (1972). 186 rebuilt (1971).

(32) A&LM 14 was originally Florida East Coast 227, then A&LM 14.

(33) L&NW 44 was originally Southern Pacific 6379, then GE 6379, then L&NW 44 (7/68). L&NW 45-46 were originally SP 6380, 6378; then GE 6380, 6378; then Wellsville, Addison & Galeton 2000, 2100 (7/68); then L&NW 45-46 (5/69).

(34) L&NW 40-41 sold to NL&G, renumbered 40, 39.

(35) L&NW 47 was originally SP 6309, then GE 6309, then sold to WA&G but not used, then sold to the L&NW, renumbered 47.

(36) LS 503 purchased from the U.S. Army, sold in 1948.

(37) NU&R 10 was originally Naval Ordnance Testing Station ?, then NU&R 10, then Urania Lumber Co. ? (1968).

(38) NOPB 48 sold to Georgia Pacific.

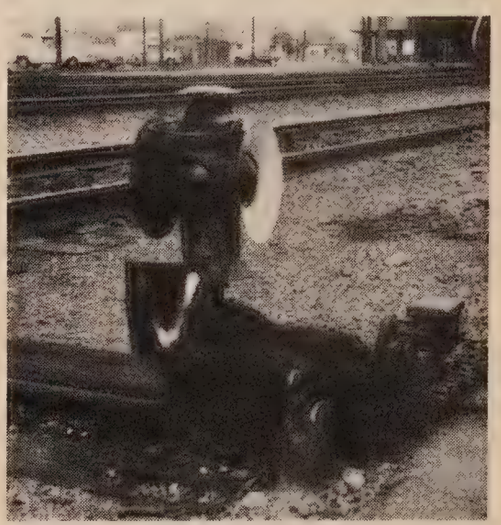
(39) NOPB 62 sold to Avondale Shipyards, renumbered 1651.

(40) NOPB 51 sold to Public Bulk Terminal of New Orleans, renumbered 3 (4/72).

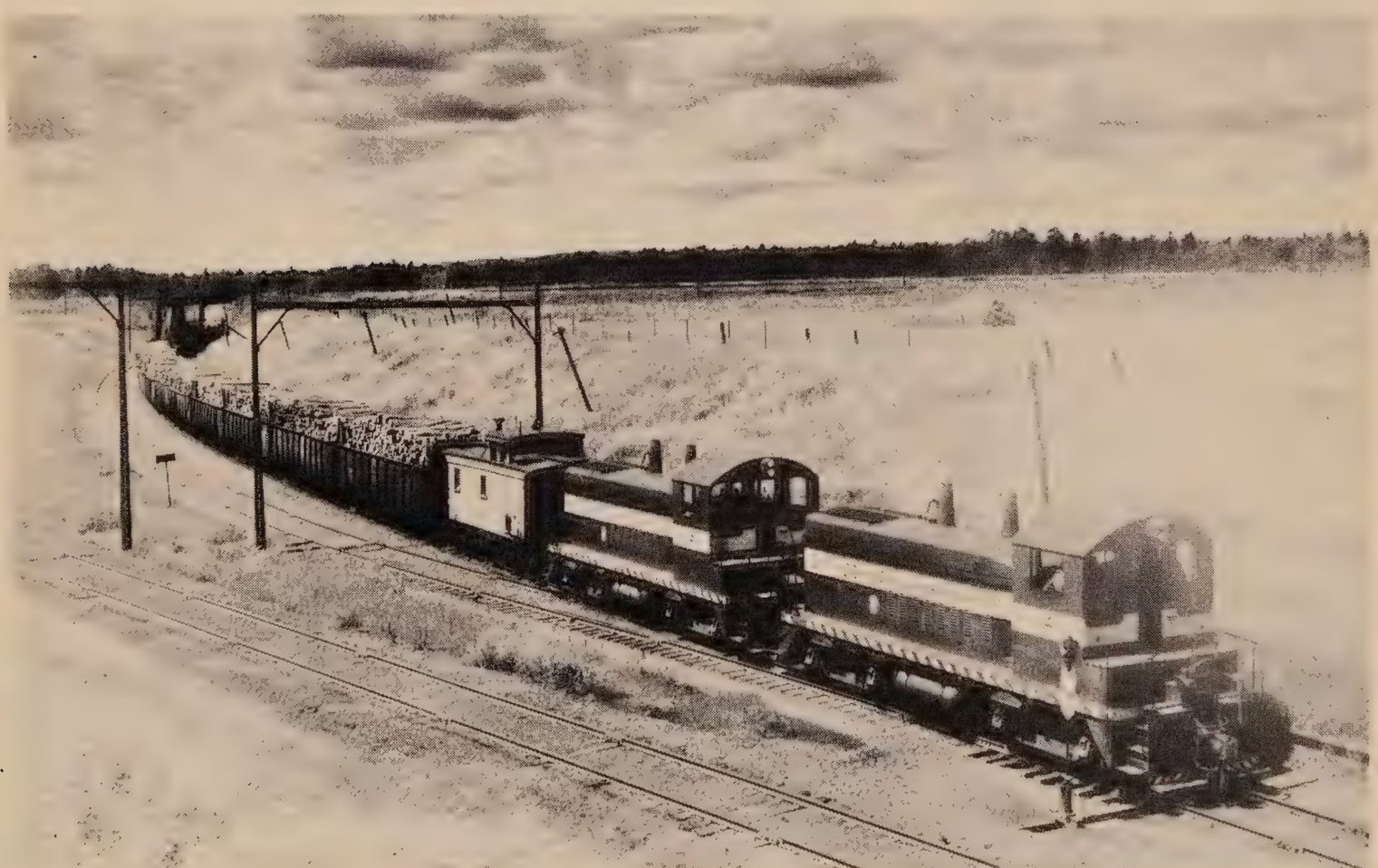
(41) NL&G 101, 103 wrecked and scrapped (1953).

(42) NL&G 102 sold to Modesto & Empire Traction, renumbered 604 (7/19/70).

(43) NL&G 104 sold to Continental Can Co. (9/12/69).



This type signal is called a low-boy.
Photograph by Fred H. Knudsen



Modern diesel power on the DM&IR wheels long strings of heavy drag freight from iron mines to blast furnaces.

HOBBY CLUB

conducted by Sy Reich

IF FRED A. STINDT of Redwood City, Calif., tells you that he has a fleet of cable cars in his family room, you can believe him. There are 44 cars from a set that, when complete, will contain 57 cars. All are scale models of equipment operated in San Francisco since 1872. Fred is chairman of the Pacific Coast Chapter of the Railway & Locomotive Historical Society, which will donate the collection to the City of San Francisco to commemorate the 100th anniversary of cable cars in that city on August second.

The project began four years ago when Fred was appointed to the Citizens Cable Car Advisory Committee. He later joined the group's executive committee and was commissioned to develop scale models of the cars for display purposes. Once the specifications for each model had been completed, Fred sent them off to a fellow member of the R&LHS, Dr. George Rahilly of Ft. Lauderdale, Fla. It takes the doctor about three weeks to build each model, scaled one-half inch to a foot. The collection, valued at $45,000, will be on display in the visitors' gallery of the Cable Car Barn, 1200 Mason St., beginning on the first day of the centennial celebration, which will be August second.

Officials of Scenic Railways, Inc., operators of the Cumbres & Toltec Scenic Railroad, are planning to run a total of 117 sightseeing trains this year over the 64-mile, steam-powered excursion line between Chama, N.M., and Antonito, Colo., beginning May 25. Throughout June, trains will operate four days each week with eastbound departures from Chama on Fridays and Sundays, westbound from Antonito on Saturdays and Mondays. Daily service during July and August, leaving Chama on Fridays, Sundays and Tuesday, Antonito departures on Saturdays, Mondays and Wednesdays. Special Thursday trains will originate at Cumbres Pass, Colo., running to Toltec Gorge and back; no bus service is required for these round trips.

As in the past, passengers ride the train one way only on each day of regular operation, with new company buses providing transportation on the return trip. Pre-train morning buses take them to the train-departure point from the line's opposite end. Afternoon buses carry the patrons who begin their tour by train back to the morning departure terminal. You can choose either of these bus options.

Six unusual "Moonlight Specials" also will be run on July 13, Aug. 10, Sept. 7 (Antonito departures), July 14, Aug. 11, and Sept. 8 (Chama departures). These are dates of full moons, letting you enjoy the mountain scenery by moonlight. In autumn the four-train per week schedule will be resumed (Fridays through Mondays), closing the season on Oct. 15.

The fares are: regular trains, $14 for adults, $5 for kids; Thursday trains from Cumbres, $12 for adults, $3 for kids; and Moonlight Specials, including a steak dinner, $17 for adults, $7 for kids. Robert E. Keller is president of the line, which in 1972, the second year of operation, attracted more than 19,000 riders.

The latest issue of the Cincinnati Railroad Club newsletter, *Headlights & Markers*, edited by our own Jim Edmonston, carries another chapter of G. R. Yungbluts' "The Cincinnati Union Station," a good piece about one of America's former great terminals. The club's address is Room M-5-C, Cincinnati Union Terminal, 1301 Western Ave., Cincinnati, Ohio 45203.

Classes in train-crew training held by the Tennessee Valley Railroad Museum included classroom seminars, maintenance and servicing work, and yard and museum mainline operation. The training manual embodies a set of operating rules based on standard railroad practice plus local problems. It is hoped other such groups are doing the same thing to keep their operation safe, not only for railfans but also for the general public.

Veterans of the 719th Railway Operating Battalion of World War 2 will have their annual reunion in conjunction with the Military Railway Service Veterans at the Hilton Hotel in Omaha, Neb., on Sept. 20-22. Send ROB inquiries to Secretary-Treasurer Rodney E. Runsteen, 12620 West Dodge Rd., Omaha, Neb. 68154, and MRSV questions to Elmo Godley, P.O. Box 1285, Vicksburg, Miss. 39180.

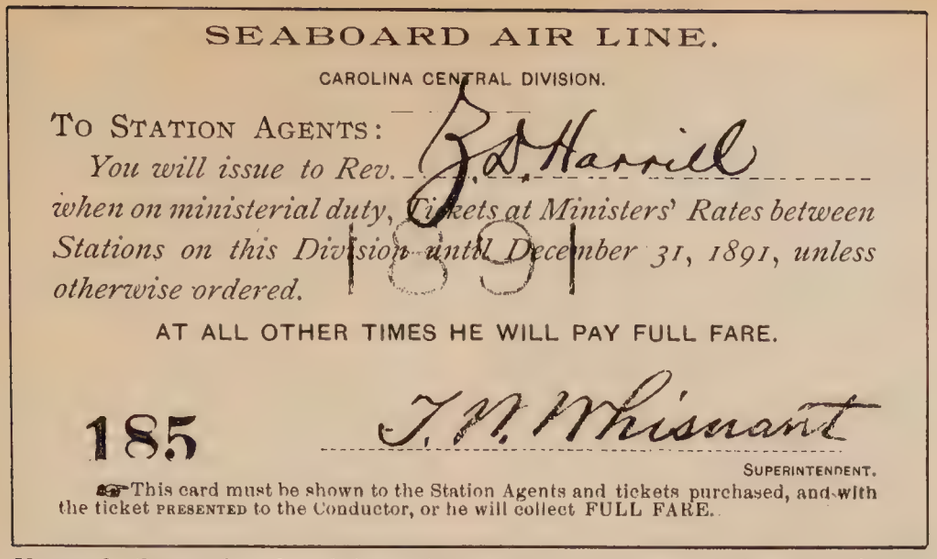
Canadian National is turning a nice little profit on selling memorabilia from its past. Sales will continue as long as a profit is made. Norman Lowe, head of the sales operation feels he's getting paid for working at a hobby, although the hours are long. Last year he was responsible for selling thousands of items from buttons to a private railroad car and a $2,000 roll-top desk. CN issues a catalog once a year on items available. Contact CN Public Relations Department, P.O. Box 8100, Montreal 3, Que., Canada.

Public-spirited Dartmouth College students recently celebrated the new Montreal-to-Washington Amtrak service through Vermont by clearing and painting the interior of the Central Vermont-B&M station at White River Jct., Vermont. Obviously, not all young people are grafitti daubers.

M. Earl Eargle, Savannah chairman of the Georgia Assn. of Railroad Passengers, has written two songs about passenger trains that Lucas-Harmon Bros. recorded: *Turbo Train* and the *Southern Crescent*. Details from Earl at 701 Maupas Ave., Savannah, Ga. 31401.

Terrier tank loco No. 32640 (ex-LB&SCR No. 40, the *Brighton*) has returned to the Isle of Wight, off the English coast. She worked there from 1902, when she was known as *Newport*, until 1947, when she was assigned to Fratton on the Havant-Hayling Island branch. After being withdrawn from service in 1963, she

Union Pacific wye at Preston, Ida., north end of Cache Valley branch in '46.
Donald M. Gunn, 304 Foothill Blvd., Oakland, Calif.



SEABOARD AIR LINE.

CAROLINA CENTRAL DIVISION.

TO STATION AGENTS: T. C. Harrill

You will issue to Rev. _____

when on ministerial duty, Tickets at Ministers' Rates between Stations on this Division until December 31, 1891, unless otherwise ordered.

1891

AT ALL OTHER TIMES HE WILL PAY FULL FARE.

185 J. M. Whisnant

SUPERINTENDENT.

☞This card must be shown to the Station Agents and tickets purchased, and with the ticket PRESENTED to the Conductor, or he will collect FULL FARE.

Unusual phase of railroad lore. Anyone ever see one of these, or know of any other railroad that ever issued special ministerial train rates?
Collection of T.C. Harrill, 1018 Parkwood Ave., Charlotte, N.C. 28205

was bought by Butlin's for display at a Pwllheli holiday camp in North Wales. Now she is to be restored to her IWCR livery by Wight Locomotive Society to run on two-mile track.

The Toledo Morse Telegraph club, a non-profit group dedicated to the preservation of the art and artifacts of telegraphy, has opened up its membership to all ex-lightning slingers on any railroad with a year or more of experience with the Morse code. The club sends its quarterly 8-page newsletter, *Brass Pounders' Gossip*, free to all members. Contact George C. Secrist, 102½ Rosalind Pl., Toledo, Ohio 43610.

Guests at Frank Sinatra's private resort in Palm Springs, Calif., where the list last Easter weekend included Vice President Agnew and Monoco's Princess Grace and her family, found a definite railroad motif. Visitors step across the threshold to find themselves inside a caboose. The converted way-car is not a foyer. It is a health club, complete with two massage tables, sauna and steam baths, weight-lifting equipment, and exercise machines. Color TV sets are strategically placed at various angles in the caboose so there is no need for anyone to get bored while working out.

Railroading has been both a career and a hobby for Richard Cash, retired Missouri Pacific passenger hoghead. After retiring from the *Eagle* on the St. Louis to Kansas City run in '71, he recently jumped at the chance to operate a narrow-gage loco on the Six Flags Over Mid-America, an amusement park near St. Louis. Dick says: "The little engines are easy to operate because they run on butane. When I started working on the MP in 1916, I had to stoke coal with a shovel, which was hard work."

The era when steam was kind on the railroads of New Zealand is recalled by a set of four stamps issued by the Government last April. Printed in sheets of 100, they were available until May 31. The last of New Zealand's mainline steam locos were withdrawn from service on Oct. 26, 1971, according to an article by Gillian E. M. Shadbolt in *New Zealand Philatelic Bulletin*. The four loco classes pictured on the stamps are W(3c), X(4c), Ab(5c) and Ja(10c).

The West Point class of '47 hopes to buy the Penn Central station at West Point and donate it to the Academy as a club for cadets. The depot, once famed as the starting point for West Point personnel bound for the Army-Navy football game in Philadelphia, hasn't been used for some time. Before the alumni can proceed, they must get a declaration of abandonment, freeing the railroad to sell the depot built in 1926. Also the Academy must receive permission from the Army to accept the gift.

Under the direction of Dave Hopkinson, the Awards Committee of the 470 Club, the Portland Division of the Railroad Enthusiasts, recently designated attractive diplomas be presented in their Car 501 to ex-editor William P. Shapleigh, named editor-in-chief emeritus; ex-trustee Charles J. Greely, named trustee emeritus; ex-trustee Phillips H. Prince, named founder-trustee emeritus, and ex-editor Dwight A. Smith, named editor-in-chief emeritus.

Mylar decals of the same size as the previous Nickel Plate Road Historical and Technical Society patches and stickers are available for mounting on the inside of windows, etc., at 50¢ each, 3 for $1.25. Write with SSE to Howard Ameling, 619 Ewing, Fremont, Ohio 43420.

Pen Pals Wanted

(No charge for listings in this section)

Miss Marylyn Puno (age 23), 461-A F. Liamas St., Tisa Labangon, Cebu City. Philippines.

Miss Flordelis Abella (age 24), 721 Tres de Abril Street, Cebu City, Philippines.

Brian Tasker (17), Rosslyn Crescent, Bentleigh East 3165, Victoria, Australia, wants railfanette pen pals.

Miss Nancy Wallace (age 15), Route 2, Box 183, Faribault, Minnesota 55021.

Greg Romney, 4651 Melrose Ave., Montreal 261, Que., Canada, wants to hear from anyone interested in trains and train photography.

Donald S. Robinson, 154 Ipswich St., North Billerica, Mass., wants to hear from railfan members of Masonic fraternity.

G. Mosher (age 48), P.O. Box 128, Montreal International Airport, Dorval, Que., Canada, seeks female pen pals

Nobuyuki Sato (age 17), Chiba-ken, Chiba-city, Curosuna 4-8-21, T281, Japan.

John P. O'Gara, M.D., Nebraska Methodist Hospital, 8303 Dodge St., Omaha, Nebr. 68137, wants address of Robert P. Olmsted, a Railroad Magazine contributor.

Miss Jocelyn Perez (age 29), 461 A.F. Llamas St., Cebu City, Philippines.

Stephen Palkowetz (age 16), 3 House Rd., Morristown, N.J. 07960, wants to contact railfans and model railroaders, male or female.

Mrs. Minnie Sorrel (age 88), 102 Rawcel Heights, Morehead, Ky. 43051, ailing, needs cheer-up cards.

Miss Milma A. Singson (age 28), 28-B J.M. Basa St., Cebu City, Philippines.

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

NEW YORK, SUSQUEHANNA & WESTERN: Album of 1910 Depot Photographs (Middletown & East), 50 pages, 8½x11", soft cover, photos, maps: Railroadians of America, Halsey L. Tilton, 761 W. Inman Ave., Rahway, N.J. 07065. $3.50.

To those who loved the NYS&W in its heyday, and there were many, this album of pix showing colorful gingerbread stations from Jersey City to Middletown, is memorabilia at its best. It is a fine, highly interesting work. This first volume is dedicated to the memory of Walter A. Lucas, one of the club's founders, and a great rail historian, and managing editor of *Locomotive Cyclopedia*. Other volumes planned are *New Jersey & New York, New York & Greenwood Lake, Northern Railroad of New Jersey, Susquehanna (Western section) and Wilkes-Barre & Eastern,* and *Other Erie Branch Lines*. Each presentation could become a collector's item.

EL CENTENARIO DEL FERRO CARRIL MEXICANO, 47 pages 8x10½", soft cover, photos, text. Instituto Anglo Mexicano de Cultura, Maestro Antonio Caso 127, Mexico 4, D. $2 by check.

A limited supply of copies is available on this historic treatment of Mexico's first major railway, from Mexico City to Veracruz, built in 1873. While its centennial was held in January, an exhibit was held last October to commemorate, in advance, this tre-

mendous engineering feat. The book is printed in two languages, English and Spanish.

TRAIN SHED CYCLOPEDIA NO. 4: Rules and regulations for practical management of locomotives, 29 pages, 8¼x11½", reprinted from original 1848 edition, scale drawings, text, Newton K. Gregg, publisher, P.O. Box 868, Novato, Calif. 94947, $1.95.

TRAIN SHED CYCLOPEDIA NO. 5: Gondolas and hoppers, reprinted from 1940 Car Builders Cyclopedia, 88 pages, 8¼x11½", photos, scale drawings, text, specifications, Newton K. Gregg, $4.50.

TRAIN SHED CYCLOPEDIA NO. 6: Passenger locomotives, reprinted from 1930 Locomotive Cyclopedia, 78 pages, 8¼x11½", scale drawings, photos, text, specs, Newton K. Gregg, $3.95.

Periodicals and Journals

***The Bulletin*, Vol. 37, No. 6, National Railway Historical Society, edited by Wm. C. Wagner, Box 2051, Philadelphia, Pa. 19103; 79 pages, 6x9", soft cover, maps, photos, timetable, chapter activities: members $4, associates $4.50. Electric fans will revel in this treatment of the interurban Sacramento Northern from its early days through its peak era, into twilight years.**

***B&O Railroader*, Vol. 1, No. 6, 23 pages, 8½x11", photos, rosters, Neilson Wood, Jr., 2 N. Court Lane, Levittown, Pa. 19054; six issues $5. Nice photo-offset job published bi-monthly. Good coverage of damage done by hurricane Agnes, and last days of steam in the Alleghenies.**

***The Bulletin*, Vol. 6, No. 1, Railroad Station Historical Society, 16 pages, 8½x11", photos, drawing, Wm. F. Rapp, 430 Ivy Ave., Crete, Neb. 68333; $3 annually for 6 issues. Lists many depots with pix of what's left in Michigan's lower peninsula, also Reading's stations along lower Brandywine River in eastern Pa. and Dela., and Western depots.**

***The Railway Monograph*, Vol. 2, No. 1, 28 pages, 8½x11", photos, drawings, rosters, timetables, Wm. F. Rapp; $6 year, issued quarterly, $2 single copy. This issue on the New Jersey & New York is primarily the work of the late Lawrence E. Stalter, ably assisted by Railroadians of America member Wilson Jones. A good treatise, with more to come, on the old Pascack Valley Line.**

***The Lensmen*, 14 pages, 8x11½", in soft cover, photos; P.O. Box 486, Brentwood, N.Y. 11717; $3.50 annually, issued quarterly, $1 sample copy. Pix of various U.S. roads, steam, diesel, by top photographers.**

***Tank Car Terminology*, 12 pages, 14x8½", paperback, spiral binding, nearly 250 railroad tank car terms defined and explained—such as bolster snubber, steam-jacketed nozzle, eduction-induction pipe, fixed tube gauging device, shell outage, etc.—available without charge from Union Tank Car Co. (an affiliate of Trans Union Corp.), 111 W. Jackson Blvd., Chicago, Ill. 60604.**

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochell, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 25¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service*, 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
NORFOLK & WESTERN STEAM, Rosenberg-Archer	$ 5.95	($ 5.65)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Culp	$12.95	($12.35)
THE RED ARROW, by R. DeGraw	$25.00	($23.75)
400,000 MILES BY RAIL, by Blanton	$ 8.50	($ 8.05)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
DEPOT DAYS, by H. A. Stimson	$ 2.95	($ 2.80)
THE RAILROAD SCENE, by Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
NEW YORK CENTRAL CARS, Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, by T. T. Tabet III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol. II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
OPEN THROTTLE (rail-fiction stories)	$ 4.50	($ 4.25)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$11.50	($10.90)
THE PULLMAN SCRAPBOOK, Bob Wayner	$ 4.95	($ 4.70)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$4 .95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.00)

THE SWITCH LIST

All ads in this section cost 10¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

BUYING railroad collections and single items. I have been buying railroad, traction, and steamboat material for over 25 years and will gladly furnish bank and personal references. Arrangements can be made to pick up larger collections anywhere in the country. Single items and small accumulations are purchased through the mail. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax sealers, calendars, signs, rule books, and other miscellaneous items. My long-standing reputation as the leading buyer of railroad material assures you of fairness and reliability.—Fred Arone, 377 Ashfoord Ave., Dobbs Ferry, N.Y. 10522.

PC RAILROADER, bi-monthly news magazine covering PC and pre-merger lines, historical and contemporary, subscription $6 per year.—Robert H. Reid, Box 179, East McKeesport, Pa. 15035.

FOR SALE: Sunbeam loco dynamo, locomotive steam whistle, frame running gear and lubricator, 18″ steam loco 4-6-2, some tender material.—T.A. Battle, P.O. Box 116, Lady Lake, Fla. 32659.

WILLIAM T. MORGAN, AN Box 26, Fleet Weather Facility, FPO, New York 09571, will buy slides or photos (preferably color) of March 13, 1973, Auto-Train wreck near Hortense, Georgia.

BOB TRENNERT, 6812 N. 9th St., Philadelphia, Pa. 19126, sells original Kodachromes of PC electric and diesels, plus other roads in Phila. area. (SSE for information).

RALPH COLEMAN, Box 6535, Portsmouth, Va. 23703, needs various issues on N&W Employee Magazine from the following years: '43, '44, '45, '48, '50, '53, '59.

ORIGINAL train and trolley color slides and negatives listed monthly to buy, sell, or trade. Items interesting to railfan photographers also. Introductory copy 35c. RFM, Post Office Box 4676, San Francisco, Calif. 94103.

R.H. LEHMUTH, 1822 Sepulveda Blvd., Manhattan Beach, Calif. 90266, wants to trade negatives from East Coast diesels, electrics, industrials, etc., for same from West Coast.

WANTED: CERA Bulletin No. 98, "Illinois Traction System." Also steam photos of Litchfield & Madison and Wabash.—Dan Cheragotti, 3960A Brittany Circle, Bridgeton, Mo. 63044.

A. DRAKE, Box 298, Hazeldean, Ont., Canada, wants CNR steam pix.

HUNDREDS of 5x7 size diesel pictures for sale; 10 at a time on approval or prints on approval, mostly postcard size.—Max Miller, Box 365, College Corner, Ohio 45003.

BRUCE BEARDSLEY, P.O. Box 8532, Rochester, N.Y. 14619, will sell new Loco. Cyclo. 1941, $30; also books, rr. and bldr. calendar prints. (SSE)

B&O RAILFANS and historians: B&O Railfan Publication now in second year. Average of 20 pages via photo-offset 8 times per year. Subscription is $5 for 6 issues via first-class mail. Coverage varies issue to issue and includes motive power, structures, rolling stock, railroad history, etc. Photos and modeling articles, too. Sample and details for 25¢ coin or stamps, no SSE. Write B&O Railroader, 2 North Court Lane, Levittown, Pa. 19054.

SEMAPHORE signal tie clasp or tie tac, $2 each. Railroad crossbuck tie clasp or tie tac, $2 each. Matching cuff links or earrings, $2 per pair. All items postpaid. Many other railroad and bus items available.—Transportation Jewelry, Box 214, Fall River, Mass. 02724.

RON McGHEE, 537 Main St., Nashville, Tenn. 37206, wants to buy "U.S. Steam Locomotive Directory" by Victor Koenigsberg, 202 pages, loose-leaf bound.

DICK GEORGE, 323 Chartwell Rd., Oakville, Ont., Canada, sells set of seven 8x10 photos of CPR Royal Hudson 2839 in regular service, actions, stills, passenger and freight, for $7.50.

MR. S. DOWNEY, P.O. Box 3477, Hialeah, Fla. 33013, would like to trade 35mm Loco slides of his area for D&RGW power.

ALBERTO J. MONTERO, 432 Allen Ave., Glendale, Calif. 91201, will buy anything about Cuban railroads.

OLD COLONY train orders, dated 1889-'90 (Cape Cod Division), 50c each; $1 for order east of So. Dennis. 20 Old Colony papers and other small railroads, some dating back 100 years, $2. Penn Central employee timetables $2.00 each. New Haven timetables with trackage maps in center, 75¢ each. New Haven chief dispatcher train-sheets, $1 each. Postage and insurance extra.—R. Halfinger, 9072 48th Terrace North, St. Petersburg, Fla. 33708.

KENNY BUNTING, 255 Oak Tree Dr., Salem, Ill. 62881, buys brass switch keys, switchmen's lanterns, brass lanterns, dater dies, cap badges, switch locks, classification lamps, and switch-stand lanterns. Please include price and condition of items.

HARRY CHASE, 18 Beech St., Mansfield, Mass. 02048, wants to hear from anyone who has seen, ridden or photographed National RR. of Haiti; buys photos, maps, historical or other info.

RUSSELL WAHMANN, 1011 Elizabeth Lane, Flagstaff, Ariz. 86001, is looking for a photograph of the Reading station at Hopewell, N.J., any vintage.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors or anything Florida. Buys rail, trolleyana in quantity. Sells selected items; fills want lists.

ARNOLD BERMAN, 110 Ramona Court, New Rochelle, N.Y. 10804, wants anything from N.Y., Westchester & Boston RR, traction slides and fotos on TARS, Brooklyn, Boston, Washington, D.C.

JAMES PROKES, 7850 S. Kenneth St., Chicago, Ill. 60652, buys timetables, cap badges, dater dies, brass lanterns, playing cards, keys, silverware, books.

MARTIN T. HAHN, 139 Richards Ave., Maple Shade, N.J. 08052, sells official PRR system wall maps in full color, size 20″x40″, at $2 each. Also sells Official PRR and PRSL block sheets from old Atlantic Division towers from 1940's and 1950's. Send SSE for free list.

GERALD CARSON, 11945 Gay Glen, Bridgeton, Mo., 63043, sells duplicate color slides diesel and steam, black and white prints. Sample and catalog, 35¢, Buys original steam and early diesel slides and negatives.

RAILROAD COLLECTIBLES. A new 1973 Junior Size Encyclopedia covering headlamps to playing cards. Entertaining and informative reading for all antique railroad collectors and model builders or money back. $2.95 postpaid. 48-hour service. Neil Utberg, Box 420, Edinburg, Texas 78539.

FOR SALE; railroad emblem watch fobs in colored porcelain, only $2.50 each, over 60 different. Stamp for free list. Also have bolo ties and belt buckles.—Hoovers, 120B Fruit, Peru, Ill. 61354.

ALDEN MILLER, 3212-34th Ave. South, Minneapolis, Minn. 55406, wants railroad-travel vacation movies, other movie subjects, as toy train collections and operating layouts.

HOWARD SANFORD, 702 Hastings Dr., Harrisburg, Pa. 17109, sells public timetables, Official Guides, and other printed railroad material. SSE, 24¢, for 13-page list.

STOP! Hundreds of railroad items! Photos, menus, recordings, paper items, tickets, and movies! Send SSE for free 11-page catalog!—House of Rieger, 138 South Rohlwing Rd., Palatine, Ill. 60067.

J. LAUGHLIN, 33 Winthrop, Rehoboth, Mass., will sell 4-6-4 steam loco, 7¼ gage. 12″ gage, gas, box-cab diesel. Photos, details, $1 bill.

MR. S. DOWNEY, P.O. Box 3477, Hialeah, Fla. 33013, would like to trade 35mm loco slides of U.S.A. for those of Rhodesia.

DICK AICHELE, Box 184, Little Falls, N.J., 07424, buys and sells lanterns, headlight, marker lights. Wants circus-train pix and DLW, NYC steam loco pix.

SELLING my large collection railroad books; no lists. Write me your specific wants for price quotation. Will buy and trade.—Bookman, Box 6454, Cleveland, Ohio. 44101.

HAROLD HENTSCHEL, 56 Newcomb Dr., New Providence, N.J. 07974, has Railroad Magazine Dec. 1948 to date and Trains 1956 to date. A few items missing from each publication.

S. CARROLL, 133 Shannon Rd., Sault Ste. Marie, Ont., Canada, has for sale over 150 issues of Railroad Magazine 1939-'54; best offer plus postage.

RANDY CARTER, 173 April, Mobile, Ala. 36608, buys railroad timetables, records, calendars, books, postcards, lanterns, wall pictures, dishes, silver, souvenirs, toy trains, HO, old Lionel, etc.

PETER ARNOLD, 310 Harbor View, Pismo Beach, Calif. 93449, will trade original Kodak slides of SP, WP, UP, ATSF and California short lines for those of New England area, Chicago Midwest area, Houston-San Antonio-Texas area, or British Columbia-Washington area.

ANNUAL reports of Chicago Union Station Co., 1916-'60 for sale, best offer.—Daniel G. McFadden, 3018 Clarendon Rd., Brooklyn, N.Y. 11226.

STEAM negative collection being sold. My very best of C&W, DRGW, C&S, UP, and CB&Q. Detailed list and prices by writing Jeff Clark, P.O. Box 1961, Harlingen, Texas 78550.

AUTHENTIC Southern Pacific steam and diesel diagrams, 4x8″, showing all dimensions and

data up to November, 1945. Photocopies $1. each, postpaid. Also railroadiana and slides. SSE for info.—Jack Hammond, 904A Napa St., Napa, Calif. 94558.

DON MILLS NEGATIVE EXCHANGE, Box 623, Don Mills, Ont., Canada, buys, sells, trades, locomotive, car, work eqpt., negatives, photos, book. List for 25¢ (refundable).

LEHIGH VALLEY uniform buttons, plus 11 other railroads and 3 street railways, 3 for $1.10.—J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

JOHN STUBBLEFIELD, P.O. Box 666, Maroa, Ill. 61756, reducing his slide collection, selling dupes, extras, and seconds. 100 for $9.95 my choice. Check with order. First quality slides, 50¢ each.

COLOR SLIDES. New catalog with thousands listed. Class I, short lines, industrials; 12-ton Brookvilles to DD405s. No matter what your special interest, we probably have slides that you'll want for your collection. Send 50¢ for catalog and sample to Vincent Porreca, 6 Burlington Dr., Longmont, Colo. 80501.

ENJOY NOW, 1974 calendar with July-December 1973 summary featuring 13 outstanding 8x10 photos on 8½x11″ format of recent Southern steam excursions, spiral bound, $1.95 postpaid.—North Alabama Chapter, NRHS, Box 4163, Huntsville, Ala. 35802.

WANTED: Lease or purchase rr. siding NYC Metropolitan area for non-commercial use.—(212) LO 8-1617 or Ken Weissman, 255 Cabrini Blvd., N.Y., N.Y. 10040.

THOMAS SEAMAN, 6 McKee, Penn State University, University Park, Pa. 16802, buys slides, pix, info. on RDG "King Coal," "Crusader," RDG passenger station at Shamokin, Pa.

DAVE HULL, 3915 Mountview Rd., Upper Arlington, Ohio 43220, send large SSE for new big list railroad books, magazines, china, hardware, maps, timetables. Many one-of-a-kind items not available anywhere.

1875 DRAWINGS, 7x17″ of 3 engines, eight-wheeler, ten-wheeler, and Mogul; 3 bridges, Verrugas, Peru, L&N RR-Green River, and PCRR Little Juniata River; 6 for $2. Streamline pass. trains list circa 1940—8 pages $1.—D. Doerres, Box 676, Wilton, Iowa 52778.

OLD-TIME RR. engraving on letterhead with your name and address. Print information and send $9.50 for box of 100 to Adventure Art, Dept. R, P.O. Box 3468, Lakeland, Fla. 33802.

RICHARD SAUSE, 433 Castleton Ave., Staten Island, N.Y. 10301, will custom-enlarge your favorite railroad slides or color negatives into 8x10 full-color prints for $3.98. Each additional print from same negative or slide, $1.

BUYING old timetables, books, passes, Off. Guides, etc., collections especially. Also selling timetables and railroadiana, reasonable prices; list free.—John Weston, Box 339, Wilmette, Ill. 60091.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616, big oblong negs. Details free.

SLIDE SETS. Specializing in narrow gage; also standard gage steam, diesel, and electric; Canada, U.S., and Mexico. Catalog and two sample slides, $1.—Paul Orlow, Rte. 1, Box 370, Evergreen, Colo. 80439.

COLOR SLIDES: trams in 10 Scandinavian cities, Switzerland, Germany; steam in Germany, Denmark, England, Switzerland; Scandinavian steam museums. SSE for list,—DAKO Slides, Box 464, Nashua, N.H. 03060.

CLEAR plastic slip covers, specially designed for public timetables, 5c each; sample free. Large public timetable list, 50¢—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

FOR SALE: Historical Railroad Lanterns book, $6, postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

Model Trading Post

FRED HARRIS, 2234 Debco Dr., San Diego, Calif. 92045. Electric trains are my hobby. I collect Lionel, American Flyer, Ives, etc. (operating or not). Will buy engines, cars, accessories, catalogs, etc.

Miscellaneous

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I Love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ to Remember Radio, Inc., Box 2513U, Norman, Okla. 73069, for our catalog. ●

Coming Events

(No charge for entries in this section)

June 7, 16, 30: visit Ontario Science Centre from Windsor, Ont., by CNR train and bus, luncheon, tour. Adults $24 or $26, kids special rate. Emarcy Tours, P.O. Box 1287, Detroit, Mich. 48231.

June 8-10: Midwest regional railfan congress, Pick-Congress Hotel, Chicago. Excursions, banquet, etc. Write Mid-Rail '73, Blackhawk Chap., NRHS, P.O. Box 455, Aurora, Ill. 60507.

June 9-10: annual midyear meeting Railroad Enthusiasts, Inc., in Newark, N.J., area, inclu. visits to several shortline steam roads. Contact RRE, New York Div., Box 302, Hasbrouck Heights, N.J.

June 9: steam trip on Toledo, Lake Erie & Western, sightseeing, luncheon, $10. Contact F. Dewey, trip chairman, Michigan Railroad Club, 1866 Penobscot Bldg., Detroit, Mich. 48226.

June 10: 5-hour streetcar excursion in Toronto, start 12 noon at St. Clair carbarn. Advance fare, $5.75; fare on day of trip, $6.75. Write Ken Springirth, Northwestern Electric Traction Assn., 4720 Cliff Dr., Erie, Pa. 16511.

June 16, July 14, Aug. 11, Sept. 8, steam on McCloud River R.R., McCloud to Burney; June 30, July 28, Aug. 25, Oct. 8, to Mt. Shasta City. Contact NorCal, Box 668, San Mateo, Calif. 94401.

June 16: Railfans' Day for narrow-gage steam, Edaville R.R., South Carver, Mass., one-day trip ticket plus railfan club card good for all-day riding. Write Skipper Clark, 21 Endicott St., Newton Highlands, Mass. 02161.

June 16-July 5; July 15-Aug. 1: Scandinavia by Rail. Contact V. Allen Vaughn, secretary, Overland Chap., NRHS, 320 Wisconsin Ave., Oak Park, Ill. 60302.

June 17-23: Halifax and Maritime Provinces, lv. Windsor, Ont., 6:10 p.m., return, 4:45 p.m.; 3 nights on train, 2 days in Nova Scotia, space limited, $300 per person, double occupancy. Write Eugene Sussex, Michigan RR. Club, 19934 Pierson Ave., Detroit, Mich. 48219.

June 24: First excursion over "new" Providence & Worcester, B&M Budd cars out of Boston. Contact Frank Kyper, trip chairman, Mass. Bay RRE, P.O. Box 136, Ward Hill, Mass. 01830.

July 6-8. Annual convention of Electric Railroaders Assn. in Philadelphia, Pa.; trips, movies, banquet, etc. Contact "Headlights" magazine, P.O. Box 80, Church Street Station, New York, N.Y. 10008. (SSE)

July 14: private car excur., Cumbres & Toltec Scenic; lv. Antonito 10 a.m., arrive Chama 4 p.m., bus back to Antonito; $19 adults, $13 kids, incl. lunch. Write Intermountain Chap., NRHS, P.O. Box 5181 Terminal Annex, Denver, Colo. 80217.

July 14-15: Washington and Potomac Chaps. of NRHS sponsor Skyline Limited, Southern Ry. 4501, air-conditioned, open coaches, Alexandria to Fort Royal, Va., both days. Adults $16, kids $13. SSE to Skyline Ltd., P.O. Box 487, Benjamin Franklin Sta., Washington, D.C. 20046.

July 14: (night), July 15 (day). Pittsburgh PCC trip, all routes. Write R. Bowker, trip director, Penna. Ry. Museum Assn., 102 Woodside Rd., Pittsburgh, Pa. 15221.

July 14-15: Role of railroads in U.S. history, artifacts on view, 9 a.m. to 5 p.m., Colonial Valley, Menges Mills, Pa.

July 15: PCC trip, Boston, Mass., most routes; lv. Arborway, 11:30 a.m., return 5 p.m. Adults $5, kids $2.50. Contact Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

July 29: 2nd. annual Hamburg, Pa., Dutch Train Meet, Hamburg Fire Co. field house, N, HO, O, standard gage, other railroad and auction, prizes. SSE pre-registration $2. Write Sam Lenhart, RD #1, Leesport, Pa. 19533.

July 30-Aug. 5: Quebec, North Line & Polar Bear aboard Pullman Cynthia. Contact Michigan RR. Club, P.O. Box 586, Dearborn, Mich. 48121.

Aug. 4: steam excursion, Denver-Laramie, behind UP 8444. Adults $25, kids $20. Write Kenton Forrest, P.O. 5181, Terminal Annex, Denver, Colo.

Aug. 11: Friends of Steamtown Day. Nos. 15 and 127 doubleheading passenger trains all day, ex-New Haven Trap Rock Co. 0-4-0T 43 pulling dead locos on table for photo shots. Contact Steamtown Foundation, P.O. Box 71, Bellows Falls, Vt. 05101.

Aug. 17-Sept. 2: National Parks tour by Amtrak trains, 5005 miles by rail plus Puget Sound cruise; fares from $890. Write Michigan RR Club, P.O. Box 586, Dearborn, Mich. 48121.

Aug. 18: One-Spot special steam trip, Erwin, Tenn., to St. Paul, Va., adults $25, kids $20. Write C. D. Zimmerman, 1412 Meadowbrook Dr., Johnson City, Tenn. 37601.

Aug. 27-Sept. 3: Woodland Wanderings West to Winnipeg aboard Pullman car Cynthia on CNR's Super Continental plus traveling thru northern Ontario's backwoods on local trains. Contact Michigan RR. Club, P.O. Box 586, Dearborn, Mich. 48121.

Aug. 29-Sept. 6: annual NRHS convention, New Orleans. Trolley and steam trips, boat rides, banquet, etc. Special train leaves Washington, D.C., Aug. 29, with steam from Meridian, Miss., to N.O. Contact NRHS Convention, P.O. Box 4355, New Orleans, La. 70176.

Sept. 2: PCC trip on San Francisco Municipal Ry. covering entire system; lv. carbarn, Geneva and San Jose aves., 11:30 a.m., return about 5:30 p.m. Adults $5, kids $2.50. Write Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018. ●

Track Abandonments

Penn Central—4.9 miles, Potts Run to Carnwarth, Pa., 39.65 miles, portion of secondary track, Warren to Bristol, R.I.

Burlington Northern—24.14 miles, Carthage Jct., to Crookston, Minn., 39.65 miles, Ursa to Colusa, Ill.

Milwaukee—15.13 miles, Red Cedar Jct., to Menomonie, Wis.

Baltimore & Ohio, and Quemahoning Branch R.R.—2.91 miles, Boswell branch, Coal Jct., to Boswell, Pa.

Total miles of abandonment by ICC for April, 1973—90.83.

Proposed Abandonments

Lake Superior & Ishpeming—Munising to Marquette; Lawson to Little Lake, Mich.

Baltimore & Annapolis—abandonment of operations, Clifford, Jct., Baltimore City, and Annapolis, Md.

Chicago & North Western—Wakefield to Connorville, Mich.; Albert Lea, Minn., to Lake Mills, Iowa; Hayfield to Austin, Minn.; Stanwood to Tipton, Iowa; Wren, Iowa, to Iroquois, S.D.

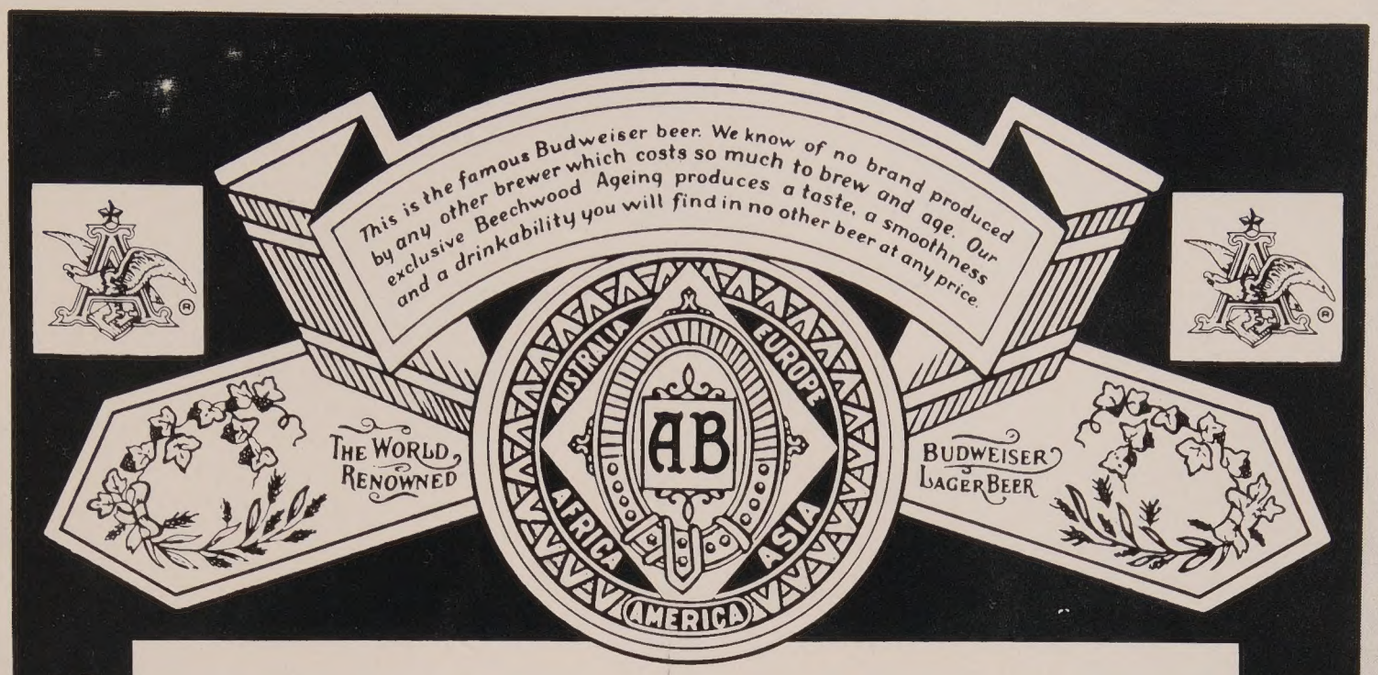
Milwaukee—St. Clair Jct., to St. Clair, Minn.

Penn Central—Washington Court House to Clarksville, Ohio; Centerville to Lytle, Ohio; New Castle to Houston Jct., Pa.; Bellefontaine to St. Marys, Ohio; Lykens Valley Jct., secondary track, Millersburg to Elizabethville, Pa.; Evansville secondary track, Evansville to Johnson, Ind.; Poland secondary track, Herkimer to Poland, N.Y.; Culver secondary track, Logansport to Culver, Ind.; portion Quarryville Industrial track, Lancaster to Quarryville, Pa.; Southbridge secondary track, Webster, Conn., to Southbridge, Mass.; Nanticoke to Glen Lyon, Pa.; portion Wilkes-Barre branch, S. Danville to Wilkes-Barre, Pa.; Marietta branch, Marietta to Dexter City, Ohio; transit road, Clarence Center to Transit, N.Y.; portion Milroy secondary track, Reedsville to Milroy, Pa.; LE&P branch, East 71st St., Cuyahoga Heights to Warner Road, Garfield Heights, Ohio; Portion Plymouth secondary track, Plymouth, Mass.; Richmond to New Castle, Ind.; Zionsville to Lebanon, Ind.; La Belle branch, near Chepline Hill tunnel, Wheeling, W. Va.; portion Anderson-Greensburg secondary track, Emporia to Knightstown, Ind.; Wheeling Terminal branch, Martins Ferry, Ohio, to Benwood, W. Va.

Cleveland, Cincinnati, Chicago & St. Louis (Penn Central)—Wilkinson to Hunter, Ind.; New Castle to Shirley, Ind.; Indiana State Line, Ohio, to Lynn, Ind.; Indiana State Line, Ohio, to Glen Karn, Ohio.

Minneapolis, Anoka & Cuyuna Range—North Minneapolis to Fridley, Minn.

Municipal Docks Rys.—Jacksonville, Fla., Port Authority. ●


This is the famous Budweiser beer. We know of no brand produced by any other brewer which costs so much to brew and age. Our exclusive Beechwood Ageing produces a taste, a smoothness and a drinkability you will find in no other beer at any price.
THE WORLD RENOWNED
AUSTRALIA
EUROPE
AB
AFRICA
ASIA
AMERICA
BUDWEISER LAGER BEER

GENUINE

Budweiser®

KING OF BEERS®

Brewed by our original process from the Choicest Hops, Rice and Best Barley Malt

THE LARGEST-SELLING BEER IN THE WORLD

Anheuser-Busch, Inc.

ST. LOUIS NEWARK LOS ANGELES TAMPA
HOUSTON COLUMBUS JACKSONVILLE MERRIMACK

GENUIN

When you say

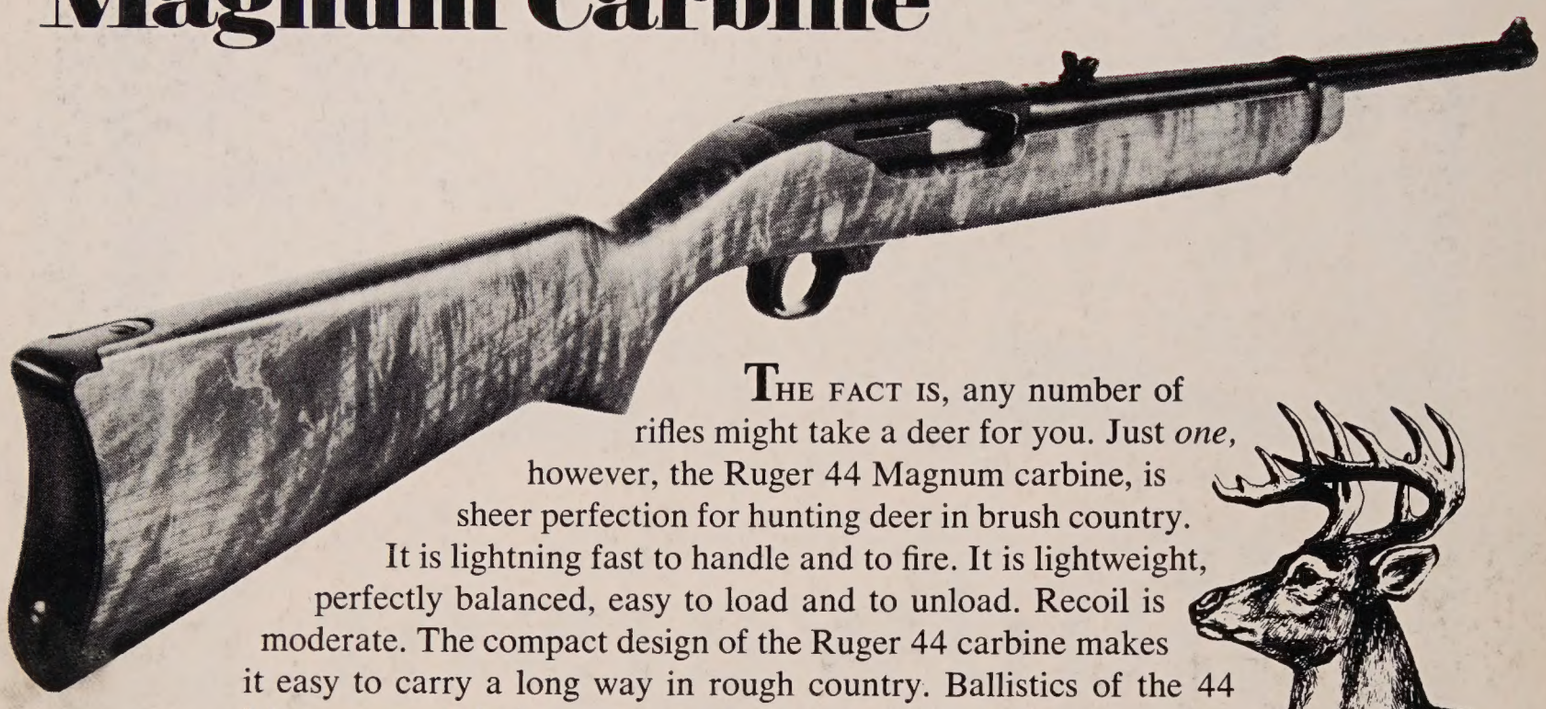
Budweiser®

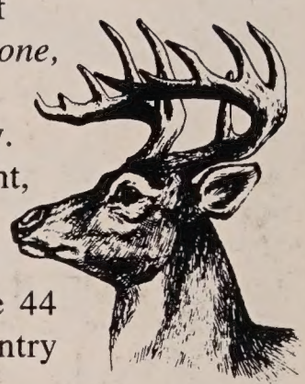
you've said it all!

for brush country deer...

RUGER® .44

Magnum Carbine



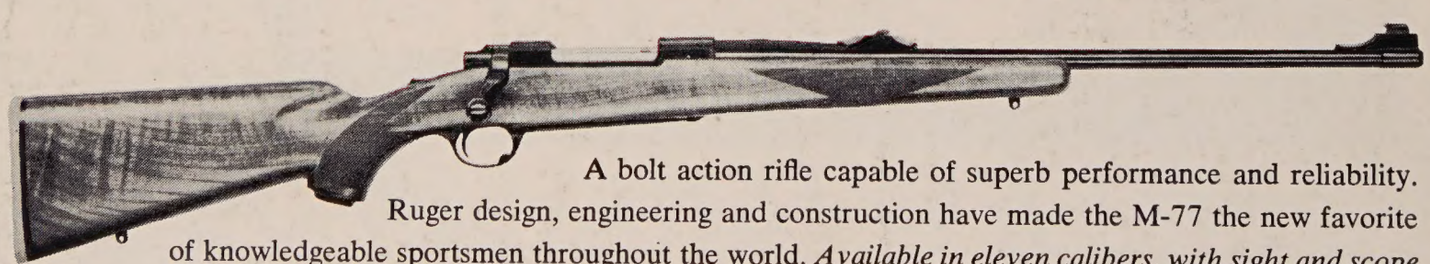


THE FACT IS, any number of rifles might take a deer for you. Just *one,* however, the Ruger 44 Magnum carbine, is sheer perfection for hunting deer in brush country. It is lightning fast to handle and to fire. It is lightweight, perfectly balanced, easy to load and to unload. Recoil is moderate. The compact design of the Ruger 44 carbine makes it easy to carry a long way in rough country. Ballistics of the 44 Magnum are right for the biggest bucks you will find in brush country or in tall timber.

SPECIFICATIONS: Weight — 5¾ lbs., Barrel — 18½". Overall length — 36¾", Sights — ⅛". Gold bead front; and folding leaf rear, adjustable for elevation. Receiver drilled and tapped for standard scope blocks or tip-off mount adapter. Safety-Sliding cross button. Safety locks both sear and hammer and cannot be put in safe position unless gun is cocked. Tubular magazine holds 4 cartridges, plus one in chamber. Gas operated, auto-loading mechanism. Suggested retail price, $117.

for the hunter who wants the best off-the-shelf bolt action...

RUGER® M-77



A bolt action rifle capable of superb performance and reliability. Ruger design, engineering and construction have made the M-77 the new favorite of knowledgeable sportsmen throughout the world. *Available in eleven calibers, with sight and scope mounting options. Hand checkered solid walnut stock, plus other custom features.* Examine an M-77 at your dealer's. Suggested retail price, $165.

For complete facts and comprehensive description on all Ruger firearms please send a post card to Department RR

STURM, RUGER & Company, Inc.

Southport, Connecticut 06490 U.S.A.

ALL RUGER FIREARMS ARE DESIGNED AND MANUFACTURED IN OUR OWN FACTORIES IN THE UNITED STATES OF AMERICA.